

Canalling

OSWEGO RIVER

*Cruise the past,
unlock the adventure.*



nys
Canals
cruise the past | unlock the adventure

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Photo by Daniel J. Distler

*From boating to fishing, biking & hiking...
the Oswego Canal has it all!*

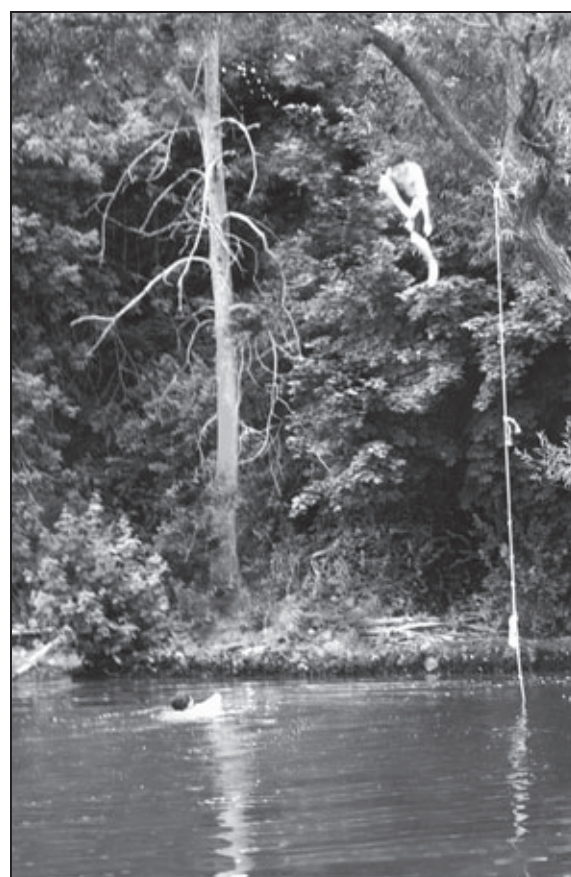


Photo by Daniel J. Distler

*Front cover photographs -
Main photo: Bicyclers enjoy a twilight
ride near the boat launch in Fulton;
Insets: Cabin cruiser heads upstream
near Phoenix; Beautiful home on the
canal depicts classic Greek Revival
architecture; The "Liberty" waits in a
lock before taking a tour of seniors up
the canal; Four friends enjoy the cruise
toward Lake Ontario.*

Photos by Daniel J. Distler

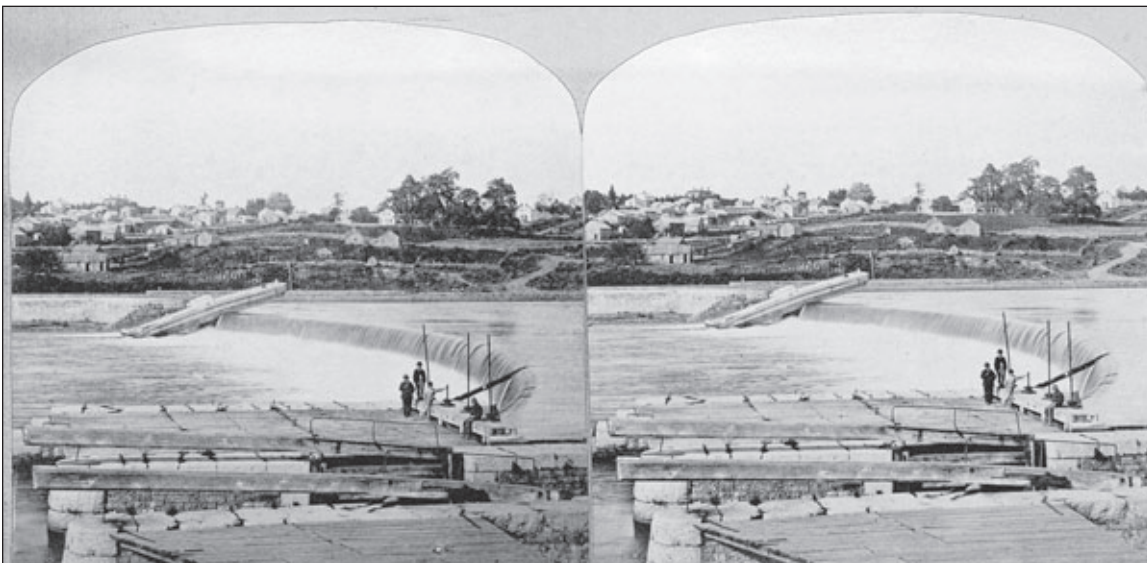
Whether you've come for business or pleasure, you're bound to enjoy your trip along this historic waterway. Besides a rich past, the Oswego offers beautiful scenery, great boating and some of the best fishing in the Northeast. It's also one of the few rivers in the United States that flows north (most rivers flow south, east or west, simply because of topography, or "lay of the land").

For close to a century, the Oswego branch of the Erie Canal ran adjacent to the Oswego River and was an important waterway for trade. Only remnants of that canal still exist. Today the Oswego River is part of the New York State Canal System and also the Erie Canalway National Heritage Corridor. It is still used extensively for pleasure boating, canoeing and fishing.

This guide will introduce you to points of interest along the Oswego River, including places of historic importance, prominent businesses, and natural beauty. It will also familiarize you with the communities along the river. The guide is arranged from Three Rivers Point at the southern end of the river to Oswego Harbor at the northern terminus, but can easily be reversed for use by those traveling north to south. Always stay in the channel to ensure adequate water depth for your boat.

WELCOME TO THE OSWEGO RIVER

Enjoy your trip!



Oops! A barge goes over the falls in the Oswego River, c. 1862-1882. Don't let this happen to you -stay safely in the channel at all times! This photo was taken by a stereo camera which projects a double image, similar to a View Master® viewer. (Photo courtesy of the Oswego County Historical Society).

RIVER FACTS

Length of the River: 23.7 miles

Number of locks: 7

Depth of channel: 14 feet (13 feet over lock sills)

Overhead bridge clearance: 20 feet, minimum

Speed limit: 10 mph

Difference in elevation from Three Rivers Point to Oswego: 118 feet, descending

Traveling time from Three Rivers Point to Oswego: 6 hours, minimum

Approximate time required to travel through each lock: 20-30 minutes

Channel markers: red buoys on the east side, green on the west

Permit fees for travel through locks vary. Contact the New York State Canal Corp. for current fees.

For hours of operation of Oswego Canal locks, contact the New York State Canal Corp., 1-800 4 CANAL 4 or www.canals.state.ny.us
Phone: 518/471-4305

BOATING FACILITIES AND PARKS

NAME OF FACILITY	Phone (315)	Marine VHF Channel	Hoist (tons)	Boat Launch	Minimum depth, dockside (ft.)	Short term dockage	Overnight dockage	Sanitary pumping station	Rest rooms	Showers	Fresh water hookup	Electrical hookup	Gas	Fish cleaning station	Snackbar/Restaurant	Payphone	Ice	Picnic area	Playground	OTHER
OSWEGO RIVER PHOENIX Henley Park	695-2484			4	●	3	●							▲	▲	▲	●			
FULTON Stop 28 Boat Launch	349-8322		●																	
Veterans' Memorial Park																				
Canal Park Marina*	598-4399			8	●	20	●	●	●	●	●			▲	▲	▲	●			
Foster Park																●	●			
Indian Point Landing Park			●														●			
MINETTO Veterans' Memorial Park																	●			
OSWEGO River Walk West	342-8172						●					●					●			
River Walk East	342-8172			10	●	15								▲	▲					
Oswego Marina*	342-0436	16	12	10	●	●	●	●	●	●	●	●	●	●	●	●	●			Store, laundry facilities; gin pole
Oswego Maritime Foundation**	342-5753	16/71	1.5	8	●	15	●							▲	●	▲	●	▲		Single point hoist
Oswego International Marina*	343-0688	16		10	●	70	●	●	●	●	●			▲	▲	●	●	●	▲	
Wright's Landing Marina*	343-8430	9	1	●	6	●	57	●	●	●	●			●	▲	●	●	●	▲	
Breitbeck Park	343-0243						●							●		●	●			
Leto Island	343-0751						●						●	●		●	●			Drift boat launch

*Fee charged for use of overnight docking facilities and/or boat launch.

**Open for public docking during special events and fishing derbies only (call ahead for schedule).

It is advisable to call ahead for reservations and to verify operation of services listed.

● Service/amenity available on premises

▲ Service/amenity located within 0.5 miles from dockage

LOCK INFORMATION *

Lock	Phone (315)	Change in Elevation	Traveling distance (time) Between Locks
			Three Rivers Point - Lock 1: 2.0 miles (12 minutes)
1	695-2281	10.2 feet	Lock 1-2: 9.0 miles (54 min.)
2	592-4155	17.8 feet	Lock 2-3: 0.6 miles (4 min.)
3	592-5349	27.0 feet	Lock 3-5: 6.5 miles (39 min.)
5	343-5232	18.0 feet	Lock 5-6: 3.3 miles (20 min.)
6	343-9001	20.0 feet	Lock 6-7: 0.7 miles (4 min.)
7	343-6304	14.5 feet	Lock 7-8: 0.4 miles (2 min.)
8	343-0280	10.4 feet	Lock 8-Outlet: 1.2 miles (7 min.)

*The schedule for all locks is based on boats coming from previous locks. Lock operators can be reached on marine VHF Channel 13.

Permit fees for travel through locks vary.
Contact the New York State Canal Corp. for current fees.
1-800 4 CANAL 4
www.canals.state.ny.us

MOTORBOAT REPAIR SHOPS

Munski Auto Marine, 14 W. Seneca St., Oswego; 315/343-6229; Engine repairs; tune-ups; parts and accessories.

Oswego Marina, 3 Basin St., Oswego; 315/342-0436; Marine VHF Channel 16. Engine repairs available; limited boat supplies; gin pole and hoist.

Port City Machine, 500 E. Seneca St., Oswego; 315/343-6030; Engine rebuilding; replacement marine engines; complete machine shop.

BOATING SAFETY

You are required by law to have the following safety equipment on your boat: one personal flotation device (life jacket) for each person on board, fire extinguishers, a whistle or horn, and navigation lights. Visual distress and anchor lights may also be required.

Other safety tips include:

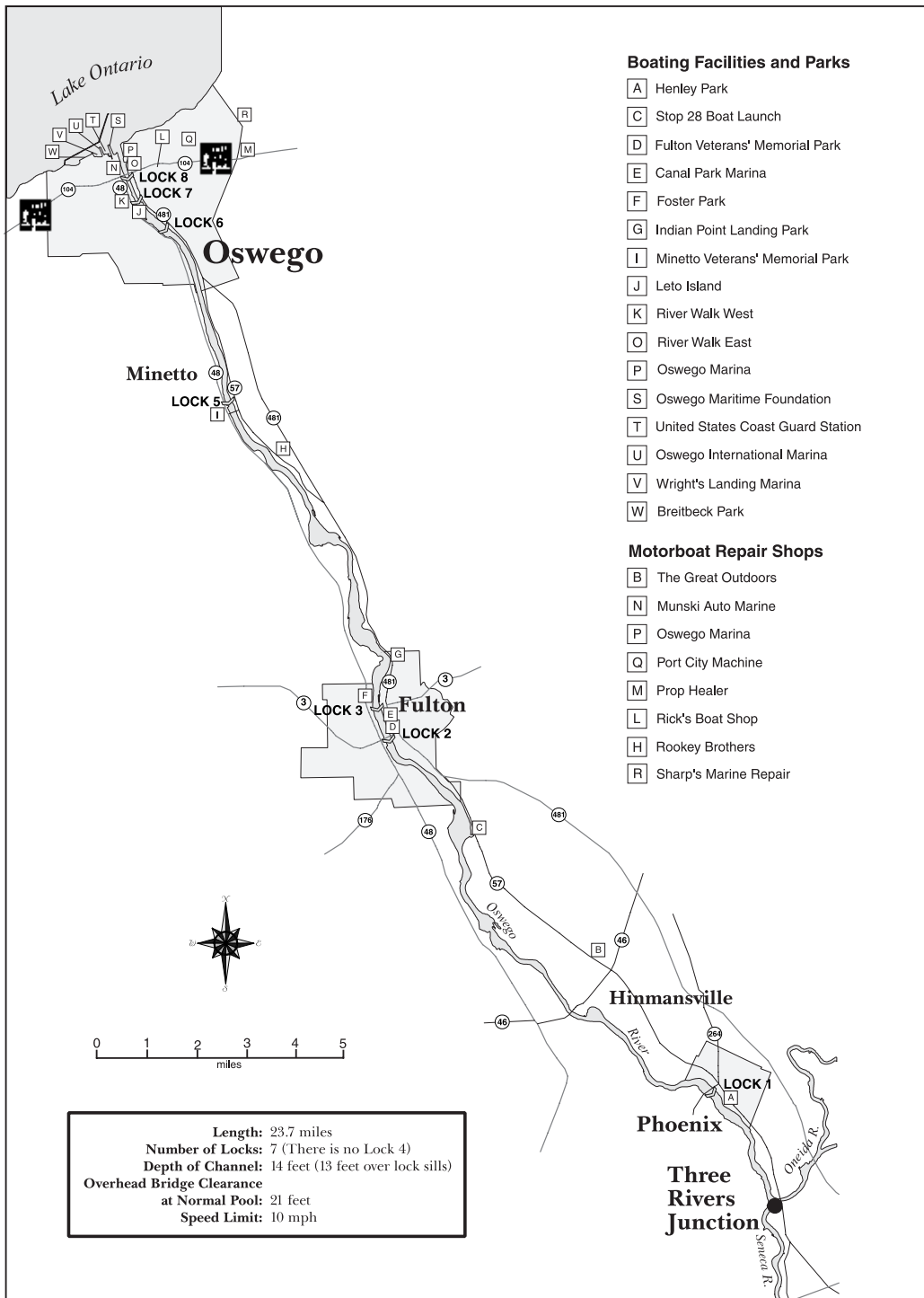
- 1) Know how to swim!
- 2) Never jump into a boat, ride the bow, or overload a boat's capacity.
- 3) Check the weather forecast.
- 4) Tell someone where you are boating and when you will return.
- 5) Never use alcohol or drugs while boating.
- 6) Take a boating safety course!

More information can be found in "*The New York State Boater's Guide*," available from the Office of Parks, Recreation, and Historic Preservation, Bureau of Marine and Recreational Vehicles, www.nysparks.state.ny.us or phone 518/474-0445.

Prop-Healer, 5312 St. Rte. 104 E., Oswego; 315/343-5674; Propeller repair, scheduled repair, as well as a wide selection of new and used propellers.

Rookey Brothers, 3507 Co. Rte. 57, Oswego; 315/342-1933; Engine & drive specialists; on-river towing available.

Sharp's Marine Repair, Middle Rd., Oswego; 315/343-6513; Engine repairs; inboards/outboards; parts and accessories.



Children enjoy some old-fashioned fun along the Oswego.

Photo by Daniel J. Distler

At the beginning of the 19th century, the Oswego River was part of the major transportation route from the east coast to the Great Lakes and the midwest. But it certainly wasn't a direct route! From

New York City, merchandise was transported by bateaux (small flat-bottomed boats) up the Hudson River, west on the Mohawk River,

through the Utica-Rome Canal, west on Wood Creek, across Oneida Lake, west on the Oneida River, north on the Oswego River, around the Oswego Falls portage in Fulton, and finally north to Lake Ontario.

It was time for a change! On July 4, 1817, ground was broken and work on the Erie Canal began. Though the Oswego River wasn't part of the Erie's main route from Albany to Buffalo, the Erie still had a profound effect on the development of the Oswego Canal and its environs.

As the Erie was being built, people in the communities along the Oswego River wanted to make sure that it remained an important and well-used waterway. In

OSWEGO CANAL			
Total cost \$ 3,071,429			
	Original Canal	Enlargement	
Construction authorized	April 20 th 1812	April 13 th 1854	
Enlargement of locks		March 26 th 1854	
Estimated cost at Eng'rs Prices	\$ 221,000	\$ 1,916,339	
do. do. Contract Prices	437,000	2,051,190	
Construction completed	Decem. 10 th 1818	Sept. 1862	
Cost of Construction	\$ 565,437	\$ 2,517,992	
Number of Locks & Size	11: 90 x 15	17: 110 x 18	
Feet of Lockage	159.25 ft.	154.85	
Average cost of one Lock	\$ 10,000	\$ 31,000	
Size of Prism of Canal	405.76 x 4	704.36 x 7 ft	
Guard Locks	6	5	
Burthen of Boats (tons)	55 to 45	230	
Length of Canal	36 mi.	38 miles	
Annual cost of repairs per mile	\$ 610	\$ 525	
LOCKS.			
No.	Life	No.	Life
1	11	6	7
2	11	7	5 1/2
3	10 1/2	8	11 1/2
4	9 1/2	9	7 1/2
5	9 1/2	10	9
		11	11 1/2
		12	11 1/2
		13	5 1/2
		14	9 1/2
		15	5 1/2
		16	8 1/2
		17	10 1/2
		18	9 1/2

From "Profiles of the New York State Canals and Feeders" map, 1865.

many cases, livelihoods and businesses depended on it. They lobbied for monies to have an Oswego branch of the Erie Canal constructed. In 1825, the same year that the Erie Canal was complete, \$160,000 was authorized by the state to build the Oswego Canal. On July 4, 1826, the cornerstone of the first lock in the Oswego Canal was put in place in Fulton. The canal opened two years later.



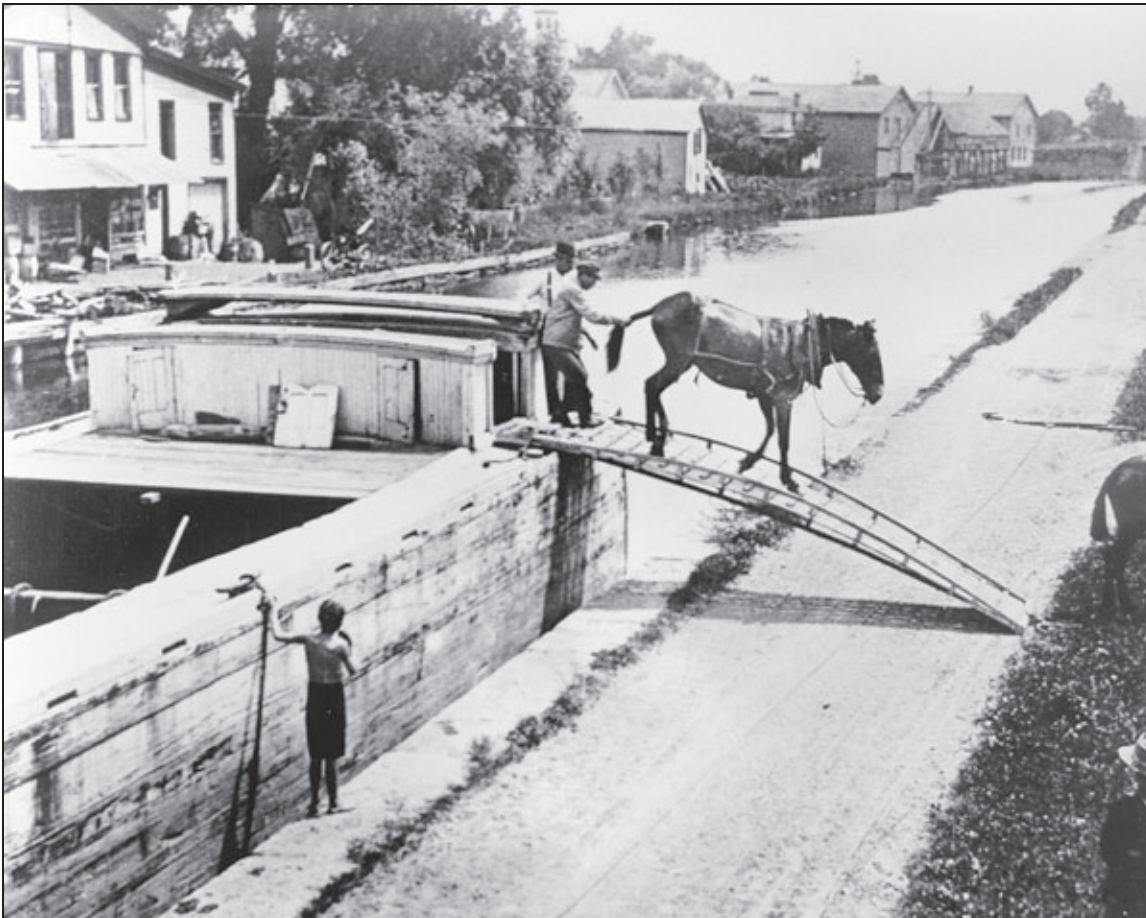
A packet boat on the Oswego Canal in Minetto, c. 1850. Notice how the canal is separate from the Oswego River. (Photo courtesy of the Erie Canal Museum, Syracuse)

The Oswego Canal was a separate waterway from the Oswego River, dug alongside it and merging with it in a few locations only. A towpath was constructed next to the canal for mules and horses to walk on as they pulled the packet boats along. The canal had 18 locks and went from Oswego south to Syracuse, where it joined with the Erie Canal.

Parts of the old canal can still be seen from the river today, but these areas should not be entered by motorized boats because of shallow water depth and numerous downed trees. Remnants of the old canal include the Hinmansville Lock, north of the Hinmansville Bridge; a lock on the east side just north of the Ox Creek outlet; and a lock across from Battle Island State Park, between Fulton and Minetto. The only remaining intact lock of the old Oswego Canal is Mud Lock, which can be seen in Onondaga Lake Park in Liverpool. This lock was named after the conditions in which it was built!

"And even with the spade and wheel barrow, more progress can be made in excavations than was supposed. Three Irishmen finished, including banks and towing paths, three rods of the canal, in four feet cutting each, in the space of five and a half days. This sixteen and a half days work accomplished the excavation of two hundred forty-nine and one third cubic yards; which at twelve and a half cents per cubic yard, would produce each workman with the very liberal wages of one dollar and eighty-eight cents per day."

— An excerpt from the 1817 Annual Report of the Canal Commissioners regarding the construction of the old Erie Canal System.



On the Erie and Oswego Canals, men and teams of horses typically worked six hours on, six hours off. Seven and one o'clock were the usual hours for shift changes. Workers always held the tails of the horses and mules as they stepped from the stable area on the canal boats over the bridge to the towpath. 'Tailing off' provided a steady hand for the animals.

(Photo courtesy of the Erie Canal Museum, Syracuse).

While the depth of the Oswego Canal today is approximately 14 feet, the old Oswego Canal, like the original Erie, had a depth of only four feet. Over the years, workers dredged the canal, increasing

the depth eventually to 10 feet, so that larger boats could pass through. But entering the

Oswego Canal. Although engineers tried to come up with a way to protect the banks, it was to no avail. At the same time, new technology made it possible to control the river through dams and modern locking systems.

A NEW BEGINNING FOR THE CANAL

20th century, technology provided for new challenges that couldn't be addressed by enlarging or dredging. More and more, boats were driven by engine power, instead of being led by mules. The wakes of these boats damaged the earthen banks of the



Dredging the river channel in Fulton, c. 1910 - 1916 (top photo). Lots of hard work was needed to remove the bedrock from the river bottom. A retainer wall (right side of photo) was used to keep out the waters of the

Oswego River. Debris was removed by trains nicknamed "donkey engines" (above). Railroad tracks were laid in the bottom of the canal during construction, and later removed. (Photos courtesy of the Friends of History in Fulton).

In 1903, New York State embarked on a new project: to replace the Erie Canal and its branches with a new Barge Canal that would use existing rivers and streams. By 1905, construction of the Barge Canal System began. The natural waterways were dredged to a depth of 12 feet (these were later deepened to 14 feet). Towpaths weren't built, as tugboats and self-propelled barges became major modes of transportation.

Hand-operated devices on locks, gates and dams were replaced by electrically-operated machinery. By 1917, sections of the Barge Canal, including the Oswego branch, were open for use.

Today, the New York State Canal System consists of four canals:

(1) The Erie Canal, which joins the Hudson River near Albany to the Niagara River and Lake Erie in Western New York, running parallel to the original Erie Canal;

(2) The Cayuga-Seneca Canal, which connects Seneca and Cayuga lakes, two of the Finger Lakes, to the Erie Canal;

(3) The Champlain Canal, connecting Lake Champlain to the Erie Canal and Hudson River north of Albany; and

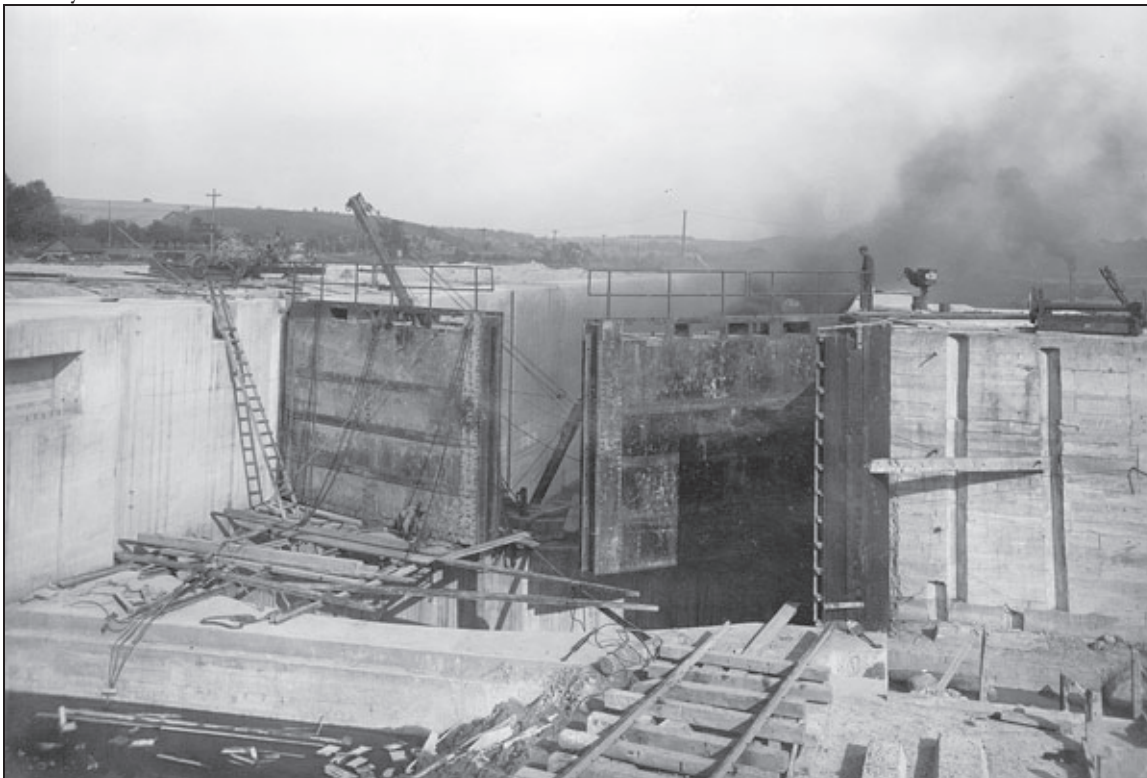
(4) The Oswego Canal, joining the Erie Canal to Lake Ontario.

Altogether, the system is 524 miles long and has 57 locks. More than 100,000 recreational boats travel the Canal System each year.

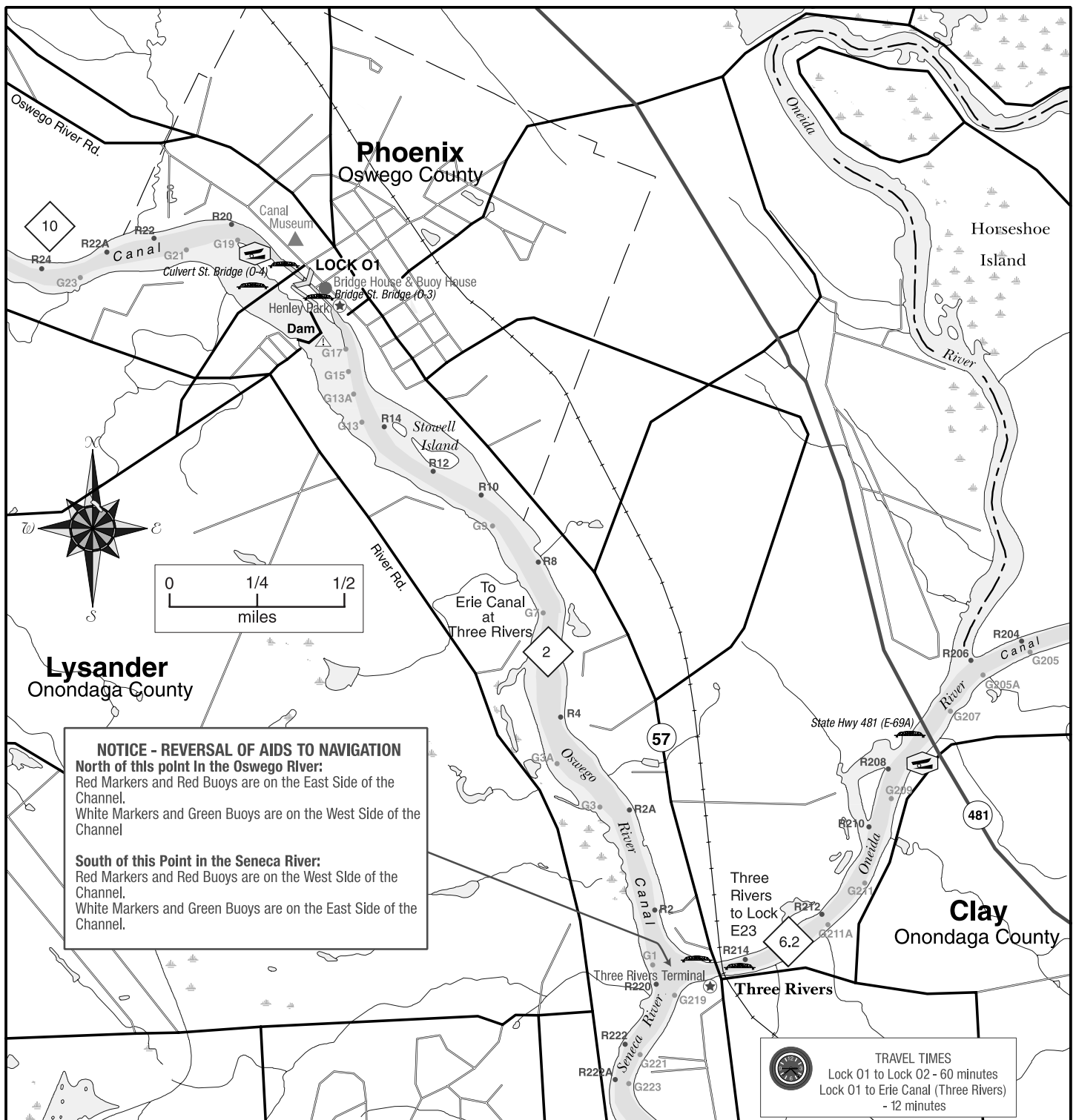
WHY IS THERE NO LOCK 4?

As you travel the Oswego River, you may notice that Lock 3 is followed by Lock 5. The original plans for the Barge Canal did include a Lock 4, but as construction progressed, engineers determined the lock wasn't needed. At that time, all of the plans and diagrams were done by hand; it was simpler to leave out the lock, than relabel the others.

The situation isn't unique to the Oswego Canal – the Champlain is missing Lock 10, and the Erie has no Lock 31.



*Installing a lock in Fulton during the construction of the Barge Canal, c.1915
(Photo courtesy of the Friends of History in Fulton).*



Want to be a real canaller? Brush up on these words!

Flying light - Boats traveling empty.

Hoggee - A packet boat driver.

Hoodledasher - A train of boats formed by tying empty canal boats to loaded ones so that one team of mules could pull them all.

Mud-larked - When boats got stuck in the mud.

Snubbing Post - Post along the canal bank used to tie up canal boats.

Towpath - Path along one bank of the canal where teams of horses or mules walked, pulling canal boats.

Whiffletree - A pivoted bar which linked the mule with the boats.

At Three Rivers Point, the Seneca and Oneida rivers meet to form the Oswego River. The fact that the juncture is so easily recognized made Three Rivers an important gathering place throughout history. It is believed that the Iroquois Indians, who lived in this area, used Three Rivers as a meeting place. In 1758, during the French and Indian War, British Colonel John Bradstreet and his army of 3,000 stopped here on their way to Fort Frontenac, located near Kingston, Ontario. A year later, the British built a small fort on the site to protect three storehouses used to keep provisions and ammunition. In August of 1777, during the Revolutionary War, British forces gathered here before proceeding to Rome in hopes of capturing Fort Stanwix from the continental armies and splitting up the colonies. They were unsuccessful.

Proceeding north, you will see the United States Coast Guard Auxiliary Station near green buoy 3A on the west side. On the west side, you will notice the canal maintenance facility where tugboats are stored during the winter months.

Continuing north, near red buoy 12, is historic Stowell Island, also called Treasure Island. And, of course, there's a story behind that name! French explorers from Canada, including many Jesuits, began coming to the Central New York area as early as 1625. Twenty-five years later, the Jesuits had a definite objective: to Christianize the Onondaga Indians. They secured permission and support from the governor of Canada to accomplish their goal. In 1656, 50 Frenchmen, including six Jesuits, came to this area and set up a mission on the shore of Onondaga Lake. Within two years, however, the relationship between the French and the Native Americans had grown tense and there were rumors of an impending attack by the Native Americans. On a summer's night in 1658, the colonists fled the area, and reportedly camped for a night on this island. The island would have been larger than it is today; work done to canalize the Oswego in later years raised the water level substantially. The colonists lightened their cargo on the island, leaving behind a cannon and gold. Even though no gold has actually been found, the island became known as Treasure Island.

About a half mile north of Treasure Island you will pass four concrete abutments in the water. Around the turn of the century, the abutments supported a

trolley bridge that spanned the river. The trolley stopped on the east side of the river in Phoenix near Henley Park on its route between Syracuse and Oswego.

As you enter the village of Phoenix, you will notice a white building just south of the lock on the east side. This building is actually two separate buildings; the tall, three-story section is called the bridge house, the smaller section, the buoy house. The construction of the bridge house is similar to that of a lighthouse, with a single room on each of the three stories. Built in 1917 during the construction of the Barge Canal, this building still contains the original levers and controls once used to lift and lower a nearby drawbridge. The drawbridge was removed in the 1980s. The buoy house, built around 1939, was used by canal workers for the storage of buoys during the winter.

There's a small museum in the bridge and buoy houses, where visitors can see the bridge's original levers and controls, and learn more about the history of Phoenix. Be sure to see the model of the Day Peckinpaugh, a 256-foot-long barge, which was the last commercial ship to travel the Oswego Canal. It was built in 1921 in Duluth, Minnesota and traveled frequently between Rome, NY and Oswego. The Day Peckinpaugh made its last trip in September 1994. It is now being restored to cruise the canals again.

A pavilion was built near the bridge house with funds from a HUD canal incentive grant. It's a pretty place for boaters to picnic. Surrounding the bridge and buoy houses, you'll see downtown Phoenix. Most of the buildings here were completely rebuilt after a devastating fire swept through the village in 1916.

THREE RIVERS POINT TO PHOENIX - 2.0 MILES

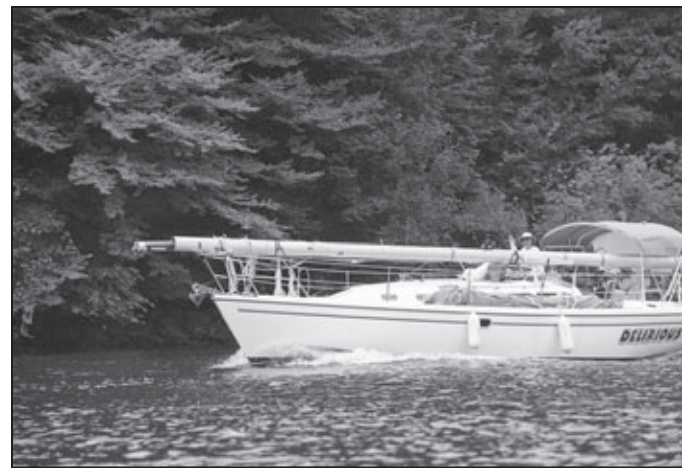


Photo by Daniel J. Distler

"The ground on which I stood was elevated; below me flowed the Oneida River, and on my left the Seneca poured its waters, and uniting together they formed a majestic stream. Flocks of white geese were sporting on the water—a number of boats lying moored to the banks—a white tent erected on the right, enlivened by a blazing fire—an Indian hut on the opposite bank, displaying the red man of the forest, and his family preparing for the sports of the day—the bellowing of thousands of frogs in the waters, and the roaring of bloodhounds, in pursuit of deer and foxes, added to the singularity of the scene. My mind became tranquilized..."



◀ —An excerpt from the private journal of Dewitt Clinton, written in 1810 as Clinton traveled across the state to assess the feasibility of a canal. Seven years later, building a canal became the main theme of Clinton's campaign for governor of New York State. Three days after Clinton was sworn in as governor, ground was broken for the project in Rome. The 363-mile canal was sometimes jokingly referred to as "Clinton's Ditch."



Photo by Daniel J. Distler

Two bridges at Three Rivers

WHAT IS HYDROPOWER?

Hydropower is a way of using the energy of moving water to produce electricity. There are seven operating hydropower plants along the Oswego River. The electricity they produce, combined, could provide sufficient power for a community of approximately 40,000. All of these facilities are called “conventional” because dams and tainter gates control the flow of water that begins the power-making process.

The concept of hydropower was developed centuries ago when water was first used to turn wheels and provide energy. In the 1800s, water wheels were used for such tasks as sawing lumber and grinding grain. The Oswego River was the source of power for the many saw and gristmills that dotted its banks a century ago. The first licensed hydropower plant in the United States was built in a location known for its falling waters – Niagara Falls! Today there are more than 1,000 sites in the United States.

How does hydropower work? The water from the river flows through a

large pipe called a penstock, which leads to a turbine (a large wheel with blades). Water pushes the blades, turning the turbine and creating mechanical energy. The generator, which is connected to the turbine, then rotates, producing electricity. The electricity is conducted through transmission lines to transformers. Transformers convert the electricity to usable voltage levels for our homes and businesses.

The water used for hydropower is returned to the river. At one time it was believed that hydropower had no adverse impacts; we now know that is not exactly true. Dams block rivers; they change the way the river ecosystem has operated. Fish and other aquatic organisms have trouble moving past facilities with turbines that may cause mortality. But recently efforts have been undertaken to make the operations of hydro plants more green, to benefit all users of water, protect the environment and to continue to produce needed power.



Photo by Daniel J. Distler

Looking upstream from Lock 1 in Phoenix

PHOENIX TO LOCK 3, FULTON - 9.0 MILES

After passing through Lock 1, you will travel beneath a lift bridge with a clearance of 12 feet. The next several miles are very scenic, with scattered houses and remnants of the old Oswego Canal along the eastern shore. Approximately two and a quarter

miles north of the village of Phoenix is Walter Island, which was known to canal boatmen as "Fiddler's Elbow."

Looking north, the double-arched Hinmansville Bridge makes for a pretty view. It was built when the Barge Canal was constructed between 1911 and 1918. The name "Hinmansville" comes from John Hinman, who came to the area from Utica in 1827. Hinman wanted to create a village and for a time the hamlet of Hinmansville was a popular place for canal boats to stop. By the turn of the century, though, with use of the canal declining, the area was not much more than a residential area.

After passing under the bridge, look over to the east shore for a glimpse of what remains of the Hinmansville lock of the old Oswego Canal. A strip of land covered with vegetation separates the lock from the river, but you should be able to catch glimpses of the original stone foundation of the lock. The towpath of the old Oswego Canal is visible on the east shore starting at this lock and continuing north for about a mile. Stay in the channel for safe viewing.

About a mile past the bridge, between red buoys 44 and 46, you will see a clearing with scattered Scotch pine trees in it on the east shore. This is where a well-known bottled water company got its start. In 1888, long before products like Perrier were fashionable, the Great Bear Spring Company was formed. The business expanded, and for decades the company bottled water from this site, distributing and selling it throughout the Northeast. Great Bear began supplying water to the City of Fulton in the 1960s. Today the company is headquartered in New Jersey, and this site is no longer used. Portions of the Oswego Canal and its towpath still exist here today.



12 *The aftermath of the devastating fire in Phoenix in 1916 that destroyed the village's manufacturing and retail district downtown.*

Just over a mile further north, look over to the west side for a view of Ox Creek. More than a century ago, this was truly a creek; canal development over the years greatly raised the water level. Local lore has it that many years ago, the small bridge that crossed the creek collapsed under the weight of two oxen. It's been known since as Ox Creek.

Continuing north, after about a half mile, keep your eyes open for remnants of the old Oswego Canal on the east shore near red buoy 58. Part of the stone foundation of a lock remains underwater, along with a portion of the canal. The lock is partially separated from the river by a strip of land covered with vegetation. The water is very shallow here – view this relic of the canal safely from inside the channel.

About a half mile north, the Fulton Speedway, an institution here, overlooks the river on the east side just south of red buoy 64. Races are held Saturday evening, mid-April through October. Racers of small block modifieds, outlaw sportsmen, street stocks and pure stocks come from throughout the Northeast to compete.

Continuing north, you'll see scattered homes on both shores. After about a half mile (near red buoy 68), look over to the east shore to see the Curtiss-Gale Wildlife Management Area. At 45 acres, Curtiss-Gale is one of the smallest of the state's preserves. But its large trees, proximity to the river and park-like setting make it a pleasant place to hike and birdwatch. Part of the area was donated to the state by three local residents: H. Salem Curtiss in 1918, and Thomas and Ida Gale in 1936. They intended for the area to be used as a wildlife and bird sanctuary. There is no hunting, trapping, or fishing allowed on the land. The black cherry, beech, and oak trees on the site remain uncut. Many migratory waterfowl and songbirds use the river at the point of Curtiss-Gale. Please note there are no boat tie-ups here, and entrance to the park is outside of the channel.

After passing Big Island, you will see the Stop 28 Boat Launch on the east side. Just north of the boat launch and inland a little, the former Miller Brewery plant, once one of the largest employers in the



area, will come into view. Built in 1974 and closed in 1994, the plant is located on 460 acres of land and was the largest brewery in Central New York. The facility has 30 acres under one roof, and produced approximately 10 million barrels of beer annually, which was shipped throughout the central and eastern United States. The plant now is under redevelopment.

A short distance north of the former brewery is a two-story brick hotel building. A number of businesses and homes line both sides of the river as you pass the hotel and continue north into the City of Fulton. Looking inland, you might be able to catch a glimpse of the smoke stack on the former Nestlé Company factory. The factory was built in 1900 and originally made baby food, condensed milk, and cheese. Chocolate manufacturing began in 1907, under the name of the Peter-Kohler Company. Later, the company became the Peter-Cailler-Kohler Company and was known as the P.C.K. Chocolate Works. In 1929, Peter-Cailler-Kohler and Nestlé merged. The plant closed in 2003.

As you approach and enter Lock 2, you will see another large factory, the Huhtamaki Consumer Packaging Co. (formerly Sealright), on the east side of the river. The company manufactures paperboard containers, and is a major employer in Fulton. The predecessor of Huhtamaki – the Oswego Falls Pulp and Paper Company – was drawn to the area by the water power of the Oswego River, as well as the potential for transportation. Today, the Fulton facility is one of three plants in the country. Long before Huhtamaki built its factory on this site, an Iroquois Indian burial ground was located here, followed by British Fort Bradstreet in the 1700s, and the Hart Pottery factory in the 1800s.

THE HISTORY OF PHOENIX

Like other sites along the Oswego River, the area that encompasses today's Phoenix was for centuries frequented by Native Americans who spearfished in the river and hunted in the wilderness. The first non-native person to settle in the area was Abram Paddock who built a log cabin on the east shore of the river in 1801.

Phoenix was originally a point of portage that allowed travelers to avoid the difficult rapids in the Oswego River. The rapids, located just south of the Phoenix Bridge, were known as Three River Rifts. In 1828, the Oswego Canal was completed as far north as Phoenix. The next year Walter Peck erected the first sawmill at Three Rivers Dam. Soon the busy waterway made it possible for canal "spin-off" trades, such as boat-building and lumbering, to flourish. By the 1870s, the village was a manufacturing hub with five boatyards, paper manufacturing companies, chair and furniture factories, a silk mill, and a distillery.

But on a September evening in 1916, the course of this small, prosperous village changed forever. Sparks from a generator at a chair factory started a blaze that burned through the night. The

fire destroyed the entire manufacturing and retail district, and all of downtown Phoenix, including many homes. Hardly any of the manufacturing businesses were restored, although retail establishments were rebuilt by 1918.

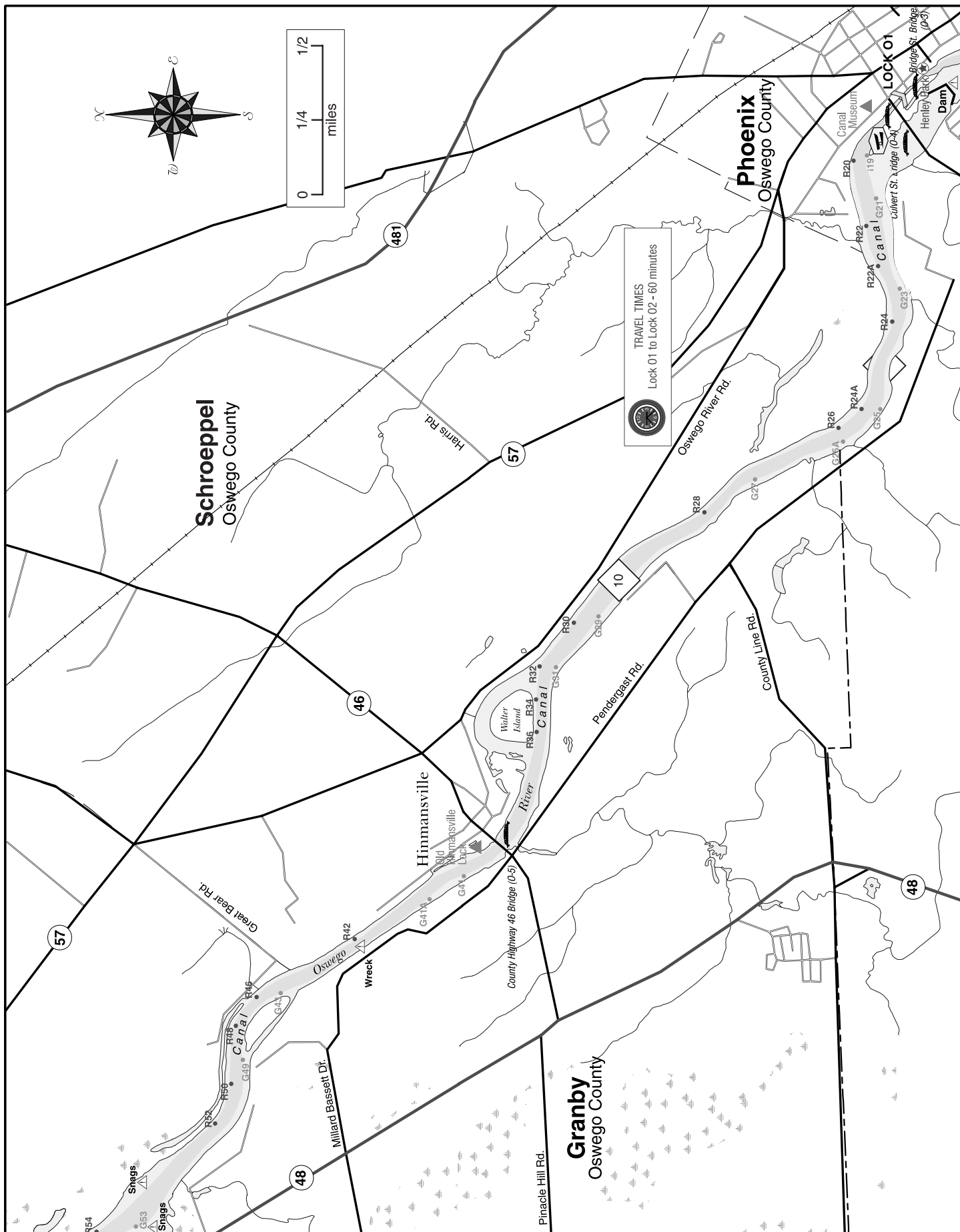
Today Phoenix is a village of 2,400 with many small businesses and retail stores.

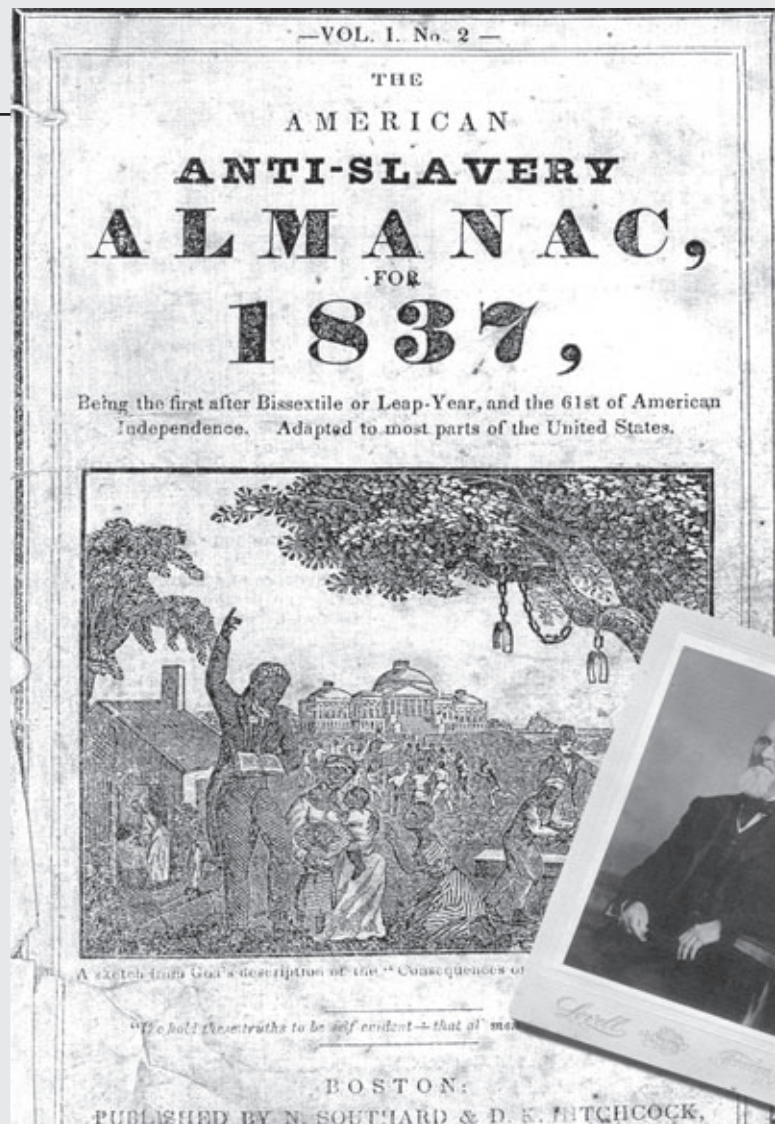
The Legend of the Great Bear

According to a Native American legend, the people who once lived in this area knew well of the local springs, today known as Great Bear.

One day, as a young brave was getting a drink of water from the springs, he was attacked by a large black bear. There was a struggle, but the brave was victorious.

The springs have been called "Great Bear" ever since.





UNDERGROUND RAILROAD

Over the centuries, the Oswego River has seen all kinds of travel. Some 150 years ago, some of the travelers were on the most harrowing and important journey of their lives – away from slavery to freedom.

The Underground Railroad wound its way through Oswego County, where abolitionists and anti-slavery sympathizers offered fugitive slaves shelter, food and guidance to the next safe location. Years ago, people talked about tunnels that led from the Oswego River to the basements of people's homes, where presumably slaves were hidden. These stories were legends. But we do know that Oswego County was home to many abolitionists and courageous men and women who organized anti-slavery societies, held rallies, and signed abolitionist petitions.

One of New York State's most prominent abolitionists, Gerrit Smith, lived in Madison County, but had important

ties to the City of Oswego. By 1827, he had purchased land which is now much of the east side of the city. As a "station master" on the Underground Railroad, Smith would shelter fugitive slaves who had come from another station, or safe house, further south. After a night or so of lodging, the escaped slave may have been put on a packet boat in Canastota, which then headed on the canal to Oswego. In Oswego, the person may have stayed with any number of people, including John B. Edwards (pictured above), Edwin Clarke, or Hamilton Littlefield. Then, the fugitive slave – after being given some provisions – could head across Lake Ontario by boat.

Some self-emancipated enslaved people felt content enough to make Oswego County their final destination. In 1855, the number of African-Americans in Oswego County was over 300.

West of Lock 2 in Fulton are two hydropower plants, owned by Brookfield Power. Both plants, which have changed hands through the years, date back to 1914. Oswego Falls East, adjacent to the lock, has a capacity of 4,500 kilowatts; Oswego Falls West, on the west side of the river, has a capacity of 1,460 kilowatts.

After traveling through Lock 2, you will pass under the State Route 3 bridge. About one-tenth of a mile north of the bridge on the east side, the Fulton Public Library (a tan-colored brick and stone building) sits on what was the old portage path. River travelers carried their boats around the steep falls along this path. In fact, stone for the library's foundation came from an old canal worker's dwelling, torn down to make room for the library. Andrew Carnegie, an industrialist and philanthropist, donated \$15,000 for the library building with the stipulation that Fulton would pledge at least \$1,500 a year. The library, built in 1905, is designed in the Beaux Arts style with two columns in front and an arched doorway. It may be difficult to see from the river during the summer because of the vegetation separating it from the river.

Adjacent to the bridge on the west side of the river is a large brick building, Fulton Mill Apartments, today a senior citizen housing complex and also a prominent reminder of an important part of Fulton's past. Wool milling dates back to 1859 in this area, when the first mill was built near this site. One of the original customers of the woolen mills here was the Union Army. Cloth for uniforms for Union soldiers fighting the Civil War was made here. The building you see today was part of a large mill complex which was owned by the American Woolen Mill Company. It was built in 1879. Employment peaked at 3,000 at the mill during World War I, as the mill again manufactured cloth for war uniforms. The mill was closed in 1952. In the 1980s, the factory was renovated and turned into apartments. Some of the first residents of the apartments were people who had worked at the mills as young men and women! Just north of the mill building are several "mill houses," modest homes built by the American Woolen Mill Company and rented to employees. More than 50 of these were built in the Fulton area between 1879 and 1884.

Continuing north towards Lock 3, you'll pass behind the downtown area of Fulton. Just south of the lock on the east

side is Canal Park Marina, owned and operated by the City of Fulton. Near the lock are two hydropower plants, both owned by Brookfield Power. The Fulton plant, adjacent to the lock, was built in 1925, updated in the 1980s and has a capacity of 1,250 kilowatts. Its limestone foundation dates back to the 1880s when a mechanical energy generating plant, powered by a water wheel, was located here. The Granby plant, the beige-colored building on the west side, was originally built in 1909 and then reconstructed in the 1980s. Its capacity is 10,000 kilowatts.

PHOENIX TO LOCK 3, FULTON - 9.0 MILES (CONT.)



FULTON HISTORY

Centuries ago, Native Americans called the area that now encompasses downtown Fulton "Quehok." Quehok was a portage used by Native Americans to carry their handmade boats around the great Oswego Falls. Settlers called the area Oswego Falls until 1826, when the name Fulton was chosen. It is believed that the city was named after Robert Fulton, inventor of the steamboat, because of the impact community leaders thought shipping would have on the area. Water power from the falls in Fulton was key for a number of early industries such as wool milling.

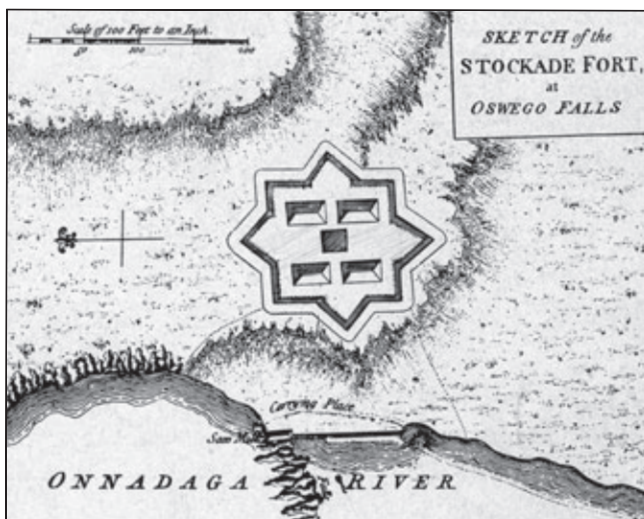
The village grew quickly in the early part of the 19th century. There were saw and grist mills. Eels were caught at the base of the falls, smoked and transported to New York City for sale. Later in the 1800s, boat building became a major enterprise.

The diversity of industry present in the 1800s continued to a much greater extent in the 1900s. When the Great Depression hit, this variety helped cushion the blow. "No other community in New York State, perhaps no other in the nation, stood up so well as Fulton under the bad times," said the New York Sun in 1936.

Today, Fulton has a population of approximately 12,000. Some of the industries include: Black Clawson, Huhtamaki and Agri-link.



FORT BRADSTREET



If you were traveling the Oswego River some 240 years ago, you would see a grand fort on the east side of the river, where the Huhtamaki factory is located today. The British built Fort Bradstreet in the early years of the French and Indian War, when the British and French were struggling for dominance over both the fur trade and territory. The fort was one of many built to protect the British supply route from Albany to Oswego from French and Native American attacks. It was named for Colonel John Bradstreet, an important figure in the war.

The order to build the fort came from British General Jeffrey Amherst. The fort was made to house 100 men, and was constructed in a star shape, consisting of retrenchments with a ditch and a block house in the center. The fort was occupied between 1759 and 1767.

The ditches that were part of the fort were visible until the construction of Oswego branch of the Erie Canal in 1828.

An historic marker, noting this important place in the area's history, now marks the Fort Bradstreet site.

CATCH A RECORD

Photo by Daniel J. DiStefano



For guidelines regarding eating fish from the Oswego River, consult the DEC's Fishing Regulations Guide.

Here are some of our area fishing records – go ahead and try to break them!

Ten World and State Records held by Oswego County Waters.

The Oswego River offers terrific fishing – and you just might be surprised at the variety of fish here. As you travel the river you'll likely spot anglers at the river's fishing "hot spots": Battle Island, Ox Creek, Three Rivers, Big Island, and the City of Oswego. Everyone over 16 must have a valid N.Y.S. license to fish in fresh water. Licenses are available from many bait and tackle shops, town clerks, or on line from the New York State Department of Environmental Conservation (DEC) at <http://www.dec.state.ny.us/>

Three of the World Records:

Hybrid/Chinook-Coho:

35 pounds, 8 ounces; 2001; Salmon River

Coho Salmon:

33 pounds, 4 ounces; 1989; Salmon River

Chinook Salmon:

26 pounds 1999 Salmon River

One of the New York State Records:

Coho Salmon:

33 pounds, 7 ounces; 1998; Lake Ontario off Oswego

BIRDING THE OSWEGO CANAL



If you enjoy watching birds, a trip along the Oswego Canal will provide you with many interesting opportunities. Many species of birds which breed in Central NY can be found along the canal as it traverses various habitats.

The water's edge along the Oswego River and the canal provides areas for wading birds such as great blue heron and the smaller green heron to feed on frogs, snakes and fish in shallow water. You'll find a variety of waterfowl, with the most common being the Canada goose and mallard, but be sure to look for wood duck, American black duck, pied-billed grebe, and possibly blue-winged teal in the quieter shallow areas. Caspian terns,

BIRDING THE OSWEGO CANAL (CONT.)

double-crested cormorants, and gulls (ring-billed, herring, and great black-backed) may be seen flying and diving to catch fish found in the deeper waters of the river. On the shrubby, more wooded banks, a wide variety of song birds may be seen and heard – gray catbirds, warbling, red-eyed, and yellow-throated vireos, great crested, willow and alder flycatchers, Baltimore orioles (look for their globular hanging nests in branches hanging over the river), song sparrows, yellow warblers, common yellowthroats, and American redstarts are all commonly found.

In the air, insect-eating species – barn, bank, northern rough-winged, and tree swallows, purple martins (many homes along the river maintain special colonial bird houses for this species which feeds on mosquitos), and chimney

swifts, will fly low over the water snatching insects, feeding literally “on the wing”.

Another insect-eating species, the eastern phoebe, nests under bridges. Watch for this species as it perches on a small branch near the water's edge, flying out to catch an insect and returning to its perch to feed, often pumping its tail up and down while perched.

If you are extremely lucky you may see an osprey, and luckier still, a bald eagle; though bald eagles are more common winter birds along the open water sections of the river and canal in late fall and winter.

In all, a trip on the canal by boat provides a different way to view and enjoy birds than you might otherwise experience.

– *Mary Alice Koenek*

LOCK 3 FULTON TO MINETTO - 6.3 MILES

After leaving Lock 3 in Fulton, you'll pass under the Oneida Street bridge. Just north of the bridge on the east side is the Black Clawson Company. The company,

opened in 1940, manufactures converting machinery. This machinery is used by other companies world-wide to convert wood pulp, paper, and plastics into a variety of products – from baby diapers to typewriter ribbon. Businesses, warehouses, and homes line the river north of Black Clawson. About a half of a mile ahead on the east side is the Indian Point Landing park and boat launch. Opposite the launch, between green buoys 87 and 89, you'll see the remains of a barge owned by the Pierce Gravel Company, which sank here around the turn of the century. Note that the relic is located outside the channel, in shallow water. Stay safe and enjoy it from a distance!

Continuing north, you will see Pathfinder Island on the east side of the channel. The island was named after the title character in James Fenimore Cooper's “The Pathfinder,” one of his Leatherstocking Tales. Much of the action in “The Pathfinder” takes place during a trip down the Oswego River in 1759. In fact, the book tells of a fictitious skirmish occurring on

this island between the main character in the book, Natty Bumppo, and the Iroquois Indians. The book, published in 1840, was written after Cooper served as a naval officer at Fort Ontario from 1808 to 1809.

About one-quarter of a mile north of Pathfinder Island, near red buoy 98, is the Oswego County Energy Recovery Facility (ERF). Opened in 1986, the facility is designed to process 200 tons of waste, seven days a week. Non-recyclable, burnable waste from five county-operated transfer stations is brought to the ERF by both private and county haulers. The waste is carried by loaders from a storage pile in the facility to one of four separate processing lines, each consisting of incinerators and an ash removal system. The plant was upgraded in 1998 to meet the latest federal air standards. The ash remaining after incineration is trucked three miles to Bristol Hill, Oswego County's landfill. The incineration process produces steam, which is transported by an insulated steam pipe to the Interface Solutions Inc. Plant, just north of the ERF. Any surplus steam not used by Interface is turned into electricity at the ERF and sold to National Grid.

Interface Solutions is a little north of the ERF. A major employer in Fulton, the company manufactures gaskets for automobile engines and felt backing for vinyl flooring. The backing made in this Fulton plant is shipped to other plants in Pennsylvania, Oklahoma, North Carolina

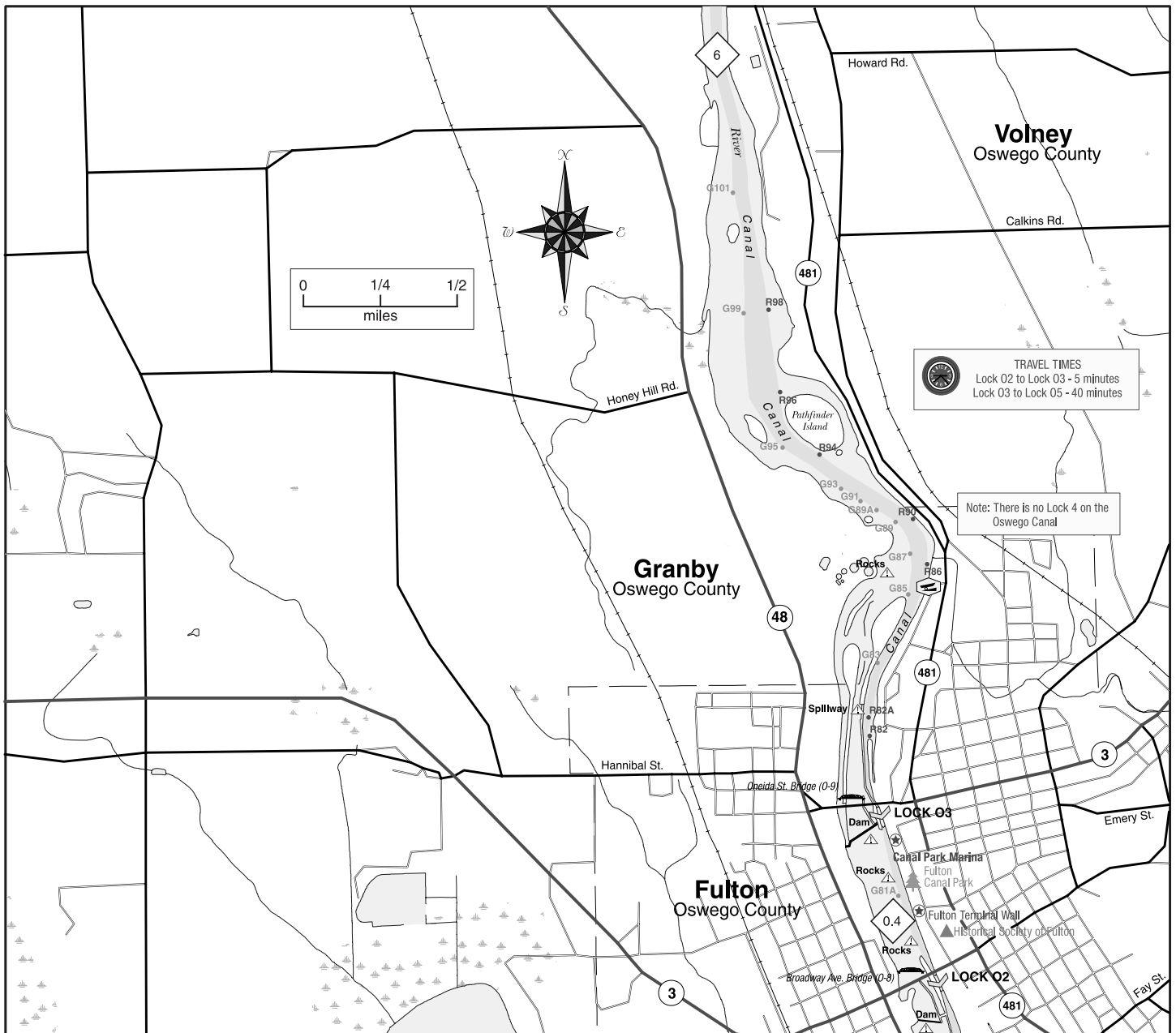


Photo by Daniel J. Distler

and Australia, where the actual flooring is made.

Battle Island State Park, an 18-hole golf course, comes up next on the west side of the river, between red buoy 102

LOCK 3 FULTON TO MINETTO- 6.3 MILES (CONT.)

and green buoy 105. The park is named for a brief but pivotal battle which took place on a nearby island on July 3, 1756. The island, located north of the park, between

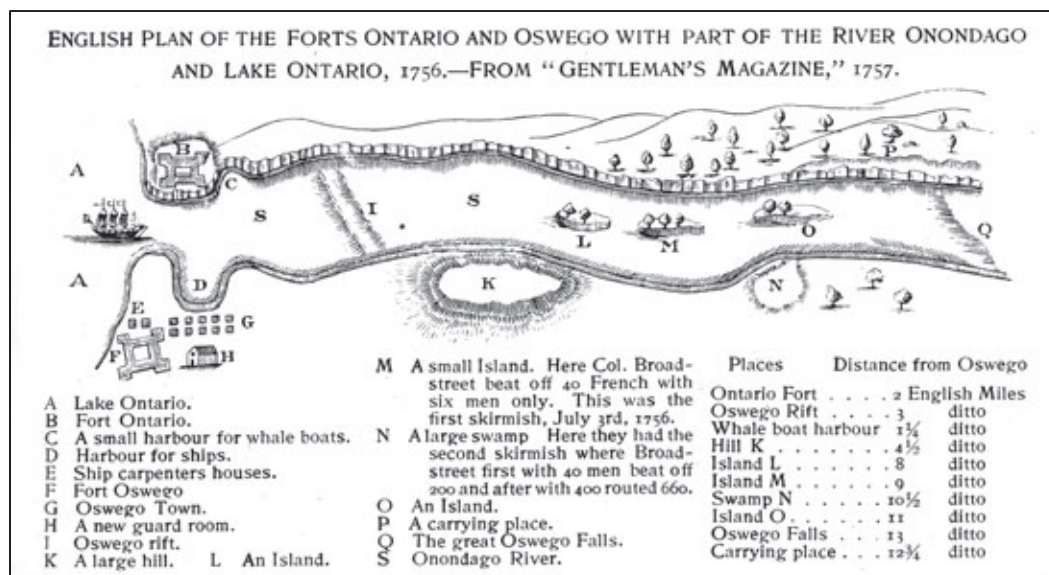
green buoys 107 and 107A, has changed in size and shape since 1756 because of canal construction and erosion. The battle began when French soldiers and Native Americans, allies to the French, attacked British soldiers who were traveling by boat to Albany. The British counterattacked from the small island. There they were at an advantage since trees helped to shelter and conceal the soldiers. The British were also better armed than their enemies, and the French retreated after about an hour. Long after the war, bullet marks could be seen on trees on the island, reminding visitors of the island's one important day in history.

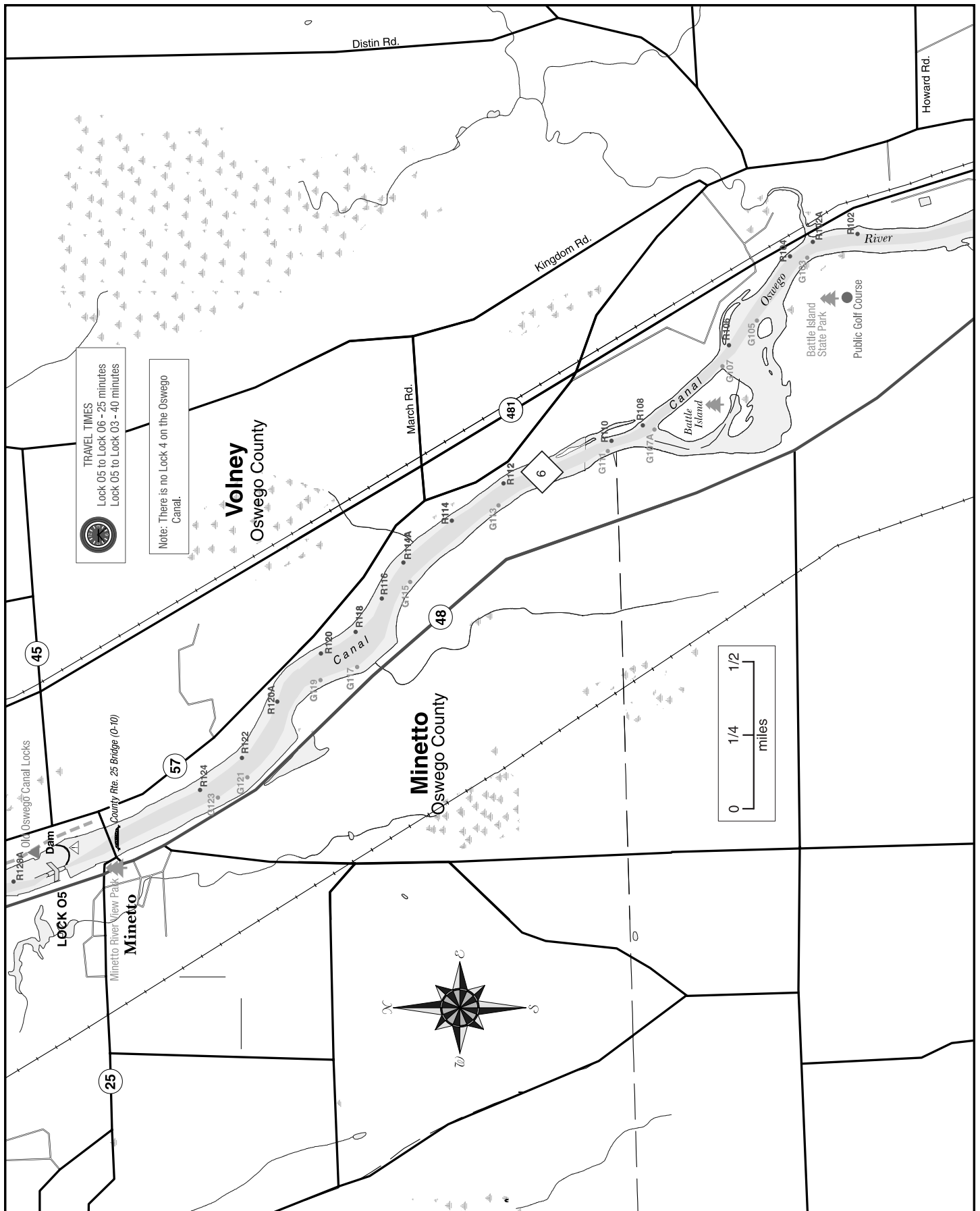
F.A. Emerick gave most of the land which is now Battle Island State Park to New York State in 1916. Some 22 years later, Emerick's son, Stanley, deeded additional adjacent land, and Battle Island was made a state park. The golf course features holes ranging from 118 to 550 yards. In the wintertime, the park is open for cross-country skiing.

If you were traveling the Oswego 150 years ago, you probably would have

stopped at the spot on the east shore where today two old homes are seen. Here you could stay the night if you wished, get fresh mules or horses, buy food, make repairs in a tool shop, and wet your whistle. The settlement belonged to the John Van Buren family who came to the area from Kinderhook, New York in 1796. The patriarch, John Van Buren, was a first cousin to our eighth president, Martin Van Buren. The Van Burens first lived in a log cabin on this site, then built a small wooden house. The tavern they constructed, in about 1820, is the southernmost building. Its architecture is a mixture of the Federal and Greek Revival styles. Just inland of the tavern is the wooden home where the family first lived. The northernmost building, called "The Pillars," was built for David Van Buren, one of John's sons, in 1847. The Greek Revival style home features a front door with sidelights, four Doric columns and a portico. Both were built facing the river, in order to draw boatmen to the businesses. In the canal days brickyard and shipyard filled the area between the tavern and The Pillars. Today, both the tavern and The Pillars are private homes and not open to the public.

Heading north, the next three miles are very scenic, with sugar maple, ash, willow and beech trees lining the shores. Keep your eyes open for segments of the old canal and its stone walls on the east side. Stay in the channel during this stretch of the river; many remnants of the old canal exist underwater outside of it. Up ahead are the hamlets of Minetto on the west bank and Seneca Hill on the east.





ARCHITECTURAL STYLES ALONG THE RIVER

The communities along the Oswego River feature a wide range of architectural styles. The variety of styles reflects the diversity of those who settled here, as well as the different time periods during which

homes were built or remodeled. People chose designs based on a number of factors: their cultural background, where they had lived or traveled to before coming to upstate New York, financial resources, and what

raw materials were available.

Feel like stretching your legs? Take a walk and see if you can find buildings representing the following architectural styles. Please remember that some of the buildings listed below are privately owned and not open to the public. All are within walking distance of the river. Other interesting buildings are mentioned throughout the guide.



Federal Style (1800-1840)

This is sometimes called the Adams Style, after three brothers by the name of Adams who had a large architectural business in England in the late 1700s. The style came to the United States after the Revolutionary War.

Examples:

51 W. Seneca St., Oswego. This home is a fine example of the Federal Style. The house is symmetrical, with two windows on both sides of the front door, and five windows, evenly spaced, on the second floor. The house is made of wood and was built in 1833.

220 Church St., Phoenix. This home, built in the 1840s, reflects both the Federal and Greek Revival styles. The home's sense of balance reflects the Federal Style, while features such as details near the roofline and the corner pilasters are considered Greek Revival. Note the replica of the house, which is one-third the home's size and used as a playhouse, in the backyard.



Greek Revival (1830-1860)

This is sometimes called the National Style, because it was first used in the United States in the design of public buildings. The style reflects our nation's identification with the ideals of Greek democracy.

Example:

American Legion Hall, 69 W. Bridge St., Oswego. This building, formerly the First Presbyterian Church, was built in 1843. It features six Doric columns and a wide frieze, or strip of molding, just below the roof.



Italianate (1850-1880)

This style is reminiscent of the design of rural farmhouses in Italy. Buildings in this style are generally square-looking, and have first floor tall windows and low roofs. The center door often echoes the shape of the windows.

Example:

Pratt House, 177 S. First St., Fulton. Built around 1863, this was originally the home of John W. Pratt, a canal boat manufacturer and real estate and banking leader in Fulton. This building, today housing the Friends of History in Fulton still retains its original internal structure, along with a cupola, elaborate window caps, and a latticed porch.



Second Empire Style (1860-1880)

This is sometimes called the General Grant style, because it was used in the

design and remodeling of many public buildings during the administration of President Ulysses S. Grant.

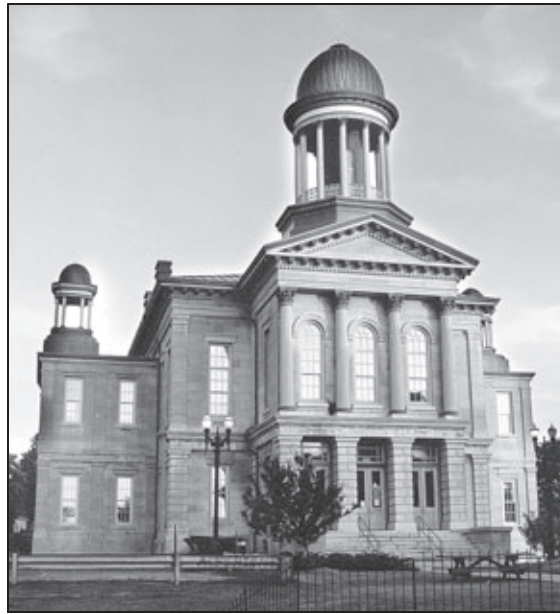
Example:

Oswego City Hall, W. Oneida St., Oswego. This building was designed in the Second Empire Style by prominent architect Horatio N. White. The building, completed in 1870, was constructed of limestone. It features a mansard roof (steeply sloping with dormer windows) and an impressive central tower.

ONE-OF-A-KIND BUILDINGS TO SEE

Oswego County Courthouse, Washington Square, Oswego. This unusual building was built in 1859, before the Civil War during prosperous times in Oswego. With columns, rounded windows, and domes, it incorporates the Greek Revival, Italianate, and Roman styles.

Oswego City Library, 120 E. Second St., Oswego. This library is a source of pride for all Oswegonians. The building, with its battlements, tower, turrets and arcaded windows, reflects the romantic taste of the Pre-Civil War days. Gerrit Smith, a wealthy abolitionist, gave \$25,000 for the structure and another \$5,000 for books. The library was completed in 1856. It is the oldest library building in the state which was originally built to be a library.



Oswego County Courthouse



Oswego City Library

LOCKING THROUGH

When approaching the lock, boaters must stop at a safe distance and follow specified signals. Boaters must give three distinct blasts on the horn, whistle, or other signalling device.

Lock Operators will reply with lights in the following manner:

Green: Lock is ready, craft may advance

Red: Craft must wait

No Light: Craft must wait or tie up to approach wall

Six Flashes of Red or Green: Remain stopped and await further instructions.

On entering the lock chamber, vessels must proceed under control at a safe reduced speed. All boats must be equipped with adequate mooring lines and fenders. Lock operators are not required to handle or furnish lines.

Once in the lock chamber, all vessels should take their stations against the chamber walls. Boaters are required to secure their vessels to the provided mooring posts, lines, cables, or ladders.

As soon as the water in the lock chamber reaches the proper level, the gates will be opened. After the gates are fully opened, boaters should cast off all lines and proceed at a reduced speed to exit the chamber in station order.

Source: New York State Department of Transportation "Captain's Log."

MINETTO TO LOCK 6, OSWEGO - 5.8 MILES

A unique bridge lies just ahead. You're not seeing things – the Minetto Bridge does slant downwards towards the west bank. This is actually the fourth bridge to span the river in Minetto. The first was

wooden and built somewhere in the early to mid-1800s. This bridge, recently rebuilt, has an unusual design, with two distinct sections. The east section spans the river

with three concrete arches. The west one spans the New York State Canal.

Just north of the bridge is Lock 5. As you travel through the lock, notice the Minetto Hydropower Plant on the west bank. This facility has a capacity of 8,000 kilowatts, and is owned and operated by Brookfield

Power. After exiting the lock, note the stone abutments in the water. These were part of the second Minetto bridge, built in 1872.

Dark, subterranean passages lay ahead! At one time, the old Brosemer Brewery in Minetto was located north of the bridge on the west side between

green buoy 137 and red buoy 138. A tunnel led from a trap door in the brewery, underground, to the river's edge. Beer was stored and cooled here in this dark passage, till it was transported via boat to Oswego. If you look carefully, you can still see the tunnel's entrance today (stay in the channel for viewing). Other tunnels are rumored to be in this area also, but most are underwater now because of changes in water level caused by the construction of the canal.

The next mile will take you past many homes scattered on the high bluffs along the river. You will know you are approaching the City of Oswego, when you

see a large, goldish brick building on the east side of the river – the former Oswego County Jail. The jail was built in 1921. There are no definite plans for the use of the old jail building in the future. This building is difficult to see during the summer because of



the vegetation separating it from the river. Lock 6 is one mile ahead on the east side.

As you enter Lock 6, you'll see the High Dam Hydro Station across the river. The plant was built in 1926 and has a capacity of 8,000 kilowatts. It is owned by the City of Oswego.

DON'T PICK UP HITCHHIKERS

The zebra mussel is a black and white striped mollusk, which is less than two inches long. It is believed the mussels arrived in North American waters through the discharge of ballast water from international shipping vessels. The zebra mussel has spread rapidly throughout the Great Lakes and is in the Oswego River (look for them on the walls of the locks). It has the potential to do both environmental and economic damage by clogging power plant, industrial, and public drinking water intakes, fouling boat equipment, and disrupting aquatic ecosystems.

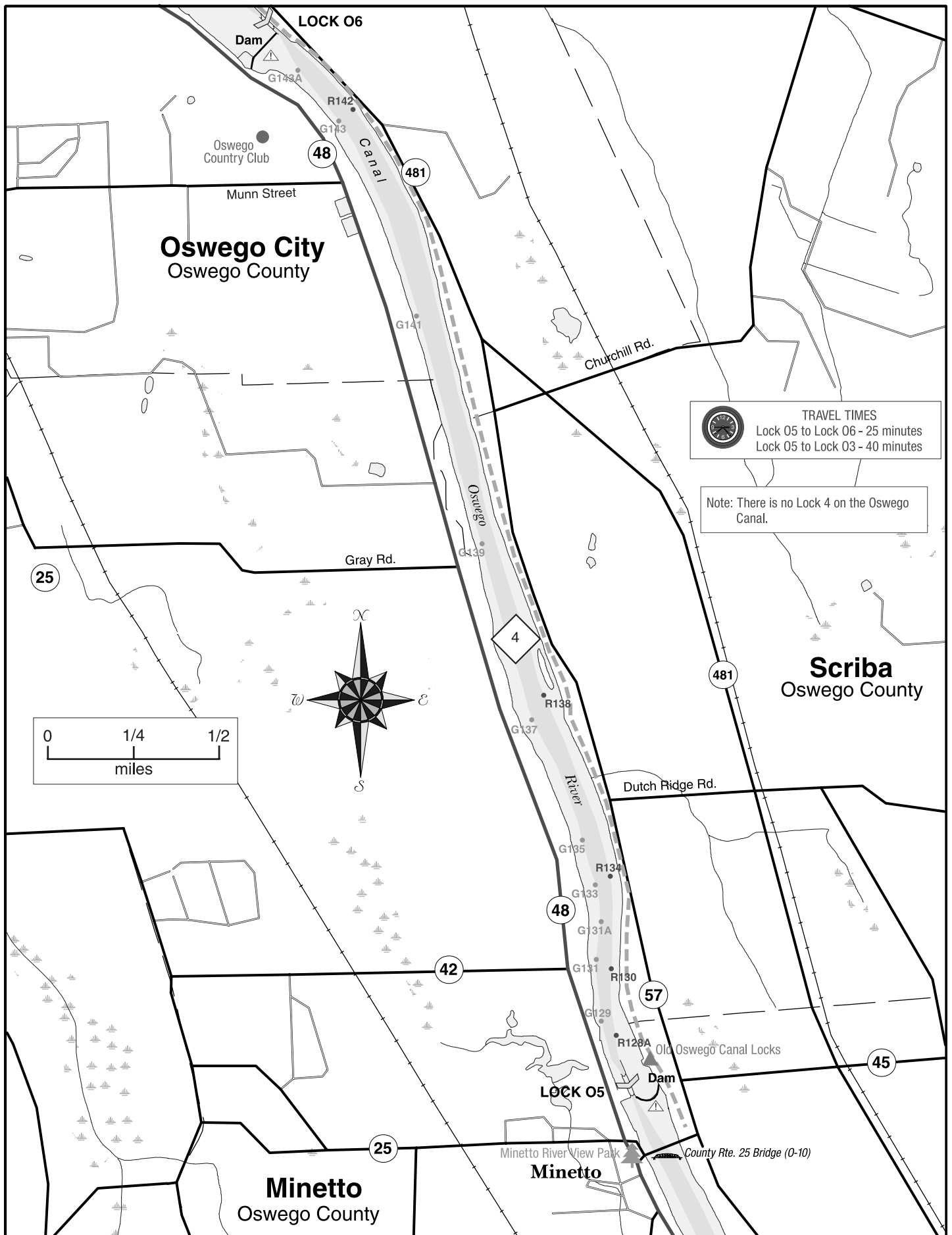
Though the spread of the zebra mussel cannot be fully stopped, boaters can help to slow the spread of the species by taking the following precautions:

- 1) When transporting a boat, drain all bilge water, live wells, engine cooling water, and bait buckets before leaving infested waters.

- 2) Remember to inspect the boat's hull, outdrive, trim plates, trolling plates, and other parts exposed to waters. "Hitchhiking" mussels should be removed.

- 3) Use hot (140 degrees F) water to flush hulls, outdrive units, live wells, bilge trailer frames, anchors and anchor ropes, bait buckets, and other parts and accessories that typically get wet. Boats and trailers should be allowed to dry thoroughly in the sun for three to five days before being transported to uninfested waterways.

For more information contact the National Aquatic Nuisance Species Clearing-house at 1-800-285-2285.



SHIP BUILDING ON THE RIVER AND IN THE HARBOR

The first boats built for use on the Oswego River were canoes made by Native Americans. The Native Americans first formed a framework of light wood, then covered it with strips of bark, usually from birch, spruce, or elm trees. The seams were sealed with gum from trees.

As settlers arrived in the Oswego River area in the 17th and 18th centuries,

ship building turned towards other types of boats. But building these vessels was not easy for a number of reasons. Some of the resources and tools needed were scarce; skilled workers were hard to find; and the job was often dangerous with skirmishes with the Native Americans reportedly taking place frequently. Despite these problems, ship building continued.

French traders introduced bateaux to the area in the early 1700s. Bateaux were small, flat-bottomed boats with an overhanging bow and stern, and a single, long pole that was pushed along the bottom of the river. Bateaux were especially useful on the Oswego River since they were light and could be easily portaged around the falls in Fulton. They continued to be used on the Oswego River into the 1800s.

During the canal days, packet boats pulled by mules or horses came into use. Boatyards, a common sight along the Oswego River, made these wooden boats. Hundreds of men were employed at yards in Phoenix, Fulton, and Oswego. John W. Pratt, who built the Pratt House in Fulton, now home of the Friends of History in Fulton, NY, was one of the major boatyard owners in Fulton. Another of the area's major operations was the Goble Shipyard, once located where the U.S. Coast Guard Station in Oswego is today. Boats were built and repaired there between approximately 1850 and 1912.

Boatbuilding in the Oswego Harbor was on a different, larger scale. Vessels included: the sloop, a one-masted, fore-and-aft rigged ship with a jib; the schooner, a two-masted, fore-and-aft rigged vessel; and the brig, which was two-masted and square-rigged. The first British vessel launched from the Oswego Harbor was the Oswego, a 43-foot schooner with 12 cannons, five guns, and a draft of seven feet. The first American ship built was the Jemima, a schooner

launched in 1797. Sloops and schooners remained popular throughout the 1800s.

New technology changed boatbuilding techniques and made for different vessels in the 1800s. In 1816, the first steamers were built and used on Lake Ontario. In 1841, the screw propeller steamer was invented. This boat had a propeller in the back instead of along the sides, making it possible to proceed through narrow canals. Tugboats, used to pull larger ships into and out of the harbor, also became popular at this time.



The tug "Charley Ferris" in dry dock at the Goble Shipyard in Oswego, c. 1884. The Goble Shipyard, one of the area's largest, was located at the foot of West Second Street, and is now the site of the Oswego Maritime Foundation Boating Education Center. (Photo courtesy of SUNY Oswego Special Collections and Jim Ford, SUNY Oswego Learning Resources).



The tugboat "Navagh" is towing the schooner "St. Louis" out of the Oswego Harbor; c. 1900. The schooner was bound for Canada with a shipment of coal. (Photo courtesy of the Oswego County Historical Society).



The "Arundell" (left), a passenger steamer, made trips between Oswego and Alexandria Bay in the Thousand Islands. This picture, c. 1908, shows the "Arundell" about to depart from Oswego on a Sunday afternoon. (Photo courtesy of the Oswego County Historical Society)

THE SAFE HAVEN STORY

Some have considered it one of World War II's best-kept secrets. In 1944, 982 refugees fleeing Nazi persecution were brought to live at Fort Ontario in Oswego. Known as Safe Haven, it was the only site in the United States to house Holocaust survivors.

The refugees came from 18 different countries. All of them had made their way to Italy, which had been liberated by the Allies in the spring of 1944. American officials looked for refugees who had helped in the Allied war effort, lost relatives in the Holocaust and or had talents that could help run the American camp. American officials hoped at the time that sheltering these refugees would lead to other countries doing the same.

The refugees, most of whom were Jewish, came to New York Harbor by ship, and then traveled to Oswego by train. The camp opened August 5, 1944.

Secretary of the Interior Harold Ickes chose Ruth Gruber to accompany the refugees from Italy to Oswego. Known by the refugees as "Mother Ruth," Gruber wrote a book about the Fort Ontario experience called "Haven: The Unknown Story of 1,000 World War II Refugees." The book is the basis of a mini-series produced by CBS, called "Haven."

The children at the camp attended Oswego schools. The men learned woodworking at the camp and women learned hairdressing. They attended English classes, and put out a shelter newspaper.

The camp closed in February of 1946. Relief agencies helped settle most of the refugees in other parts of the country, and about 80 of the refugees returned to Europe. In 1994, some 60 former refugees gathered in Oswego for a reunion, and to share their memories of Fort Ontario.

The Safe Haven Museum and Education Center keeps the memories alive. It is dedicated to the stories of the 982 war refugees and the community of Oswego that gave them shelter. The museum is located at 2 E. Seventh Street in Oswego.



First Lady Eleanor Roosevelt visits the refugees at Fort Ontario. (Photo courtesy of Safe Haven, Inc.)



Army soldiers process the refugees at Fort Ontario. (Photo courtesy of Safe Haven, Inc.)

LOCK 6 TO OSWEGO HARBOR - 2.3 MILES

After exiting Lock 6, about a quarter of a mile ahead, you will see a four-story brick building on the west side, the site of a former plumbing supply company. In the late 1800s and early 1900s, this building

housed Brosemer Brewery, probably the largest brewery in the area at that time. The family was one of the first to manufacture beer in the area, starting with a brewery in Minetto

and later opening this one in Oswego.

Before you enter the channel leading to Lock 7, you will see the Varick Hydropower Plant on the west side. The facility, owned and operated by Brookfield Power, was built in 1926 with a capacity of 8,800 kilowatts. (Note: the west side of the river will not be visible while you are traveling through the channel south of Lock 7). On nice days, you're likely to see people strolling Oswego River Walk West on the west bank. Constructed in the mid 1980s, the park provides a scenic walk along the river, starting near the hydropower plant and extending to the mouth of the river. Centuries ago, the British operated a fur-trading post here.

On the west bank, Leto Island is visible. This is the general site of Oswego's old Weighlock Building. Construction on the building began in 1863, with completion in 1866. The Weighlock operated until 1880, when New York State lifted the tolls on the canal. The building remained here until about 1906.

Continuing north, the limestone building on the west side, once Ontario Mills (a flour mill) today houses a restaurant (Bridie Manor). Built in 1834, this is one of the oldest factory buildings in Oswego. A wheel still turns in the building today.

Next you will pass under a railroad trestle, which was used for many years to shuttle trains across the river en route between Oswego and Syracuse. Now, it's a walking trail called Harbor Trail Walk. Just north of the trestle is Lock 8.

Across the river on the west bank, just north of the Utica Street Bridge, is the former New York State Armory, built in the style of a medieval castle. Completed in 1906, the building was designed by George Lewis Heins, who also designed other armories in the state. Heins was appointed

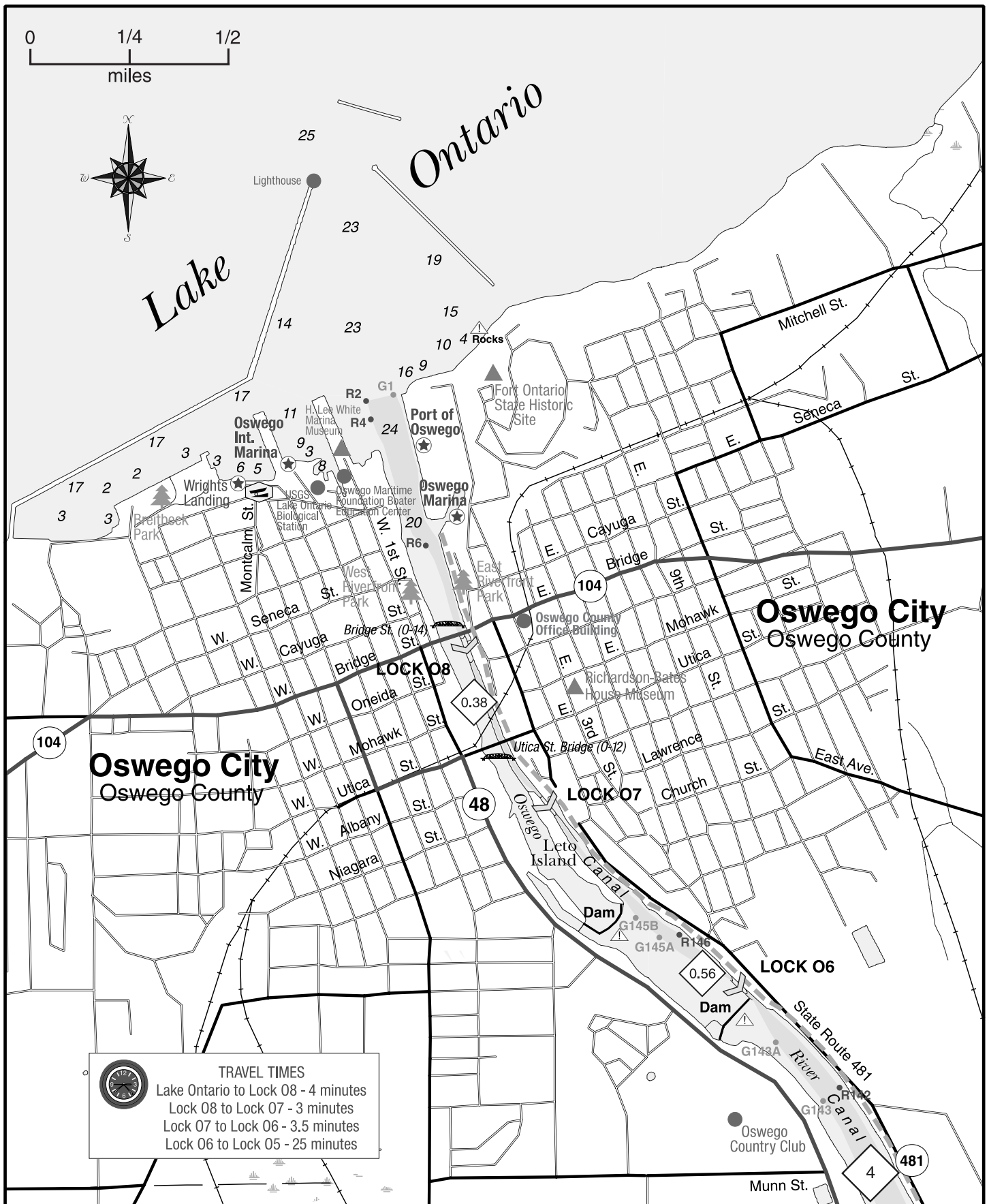
New York State Architect by Governor Theodore Roosevelt. This is actually the second armory in Oswego – the original stands across the river on Route 481.

The YMCA, a large brick building, is next on the west side. The white stucco building following it is the old Pontiac Hotel, built in 1913 and now an apartment building. Once a very posh hotel, the Pontiac was built in the Spanish Revival Style, with a red tile roof and stucco finish. The row of brick buildings north of the Pontiac dates back to the mid 1800s. These buildings house many shops today, just like they did in the past.

As you enter Lock 8, you will see a fourteen-story brick apartment building and an office building on the east side. After exiting the lock, you will pass under the Bridge Street bridge. Bridge Street is where the Seaway Trail crosses the river. In 1996, the Seaway Trail was designated a National Scenic Byway by the Federal Highway Administration. The trail stretches 454 miles, from Massena in northeastern New York, along Lakes Ontario and Erie and into Pennsylvania. Also recognized as a National Recreation Trail, the trail showcases architecture, historical sites, and natural beauty.

North of the bridge on the west side is the Market House, built in 1836 during the boom years of the old Oswego Canal.

On a hill overlooking the lake, just east of the Port Authority, you'll get a glimpse of the Fort Ontario State Historic Site. Established in 1755 by the British, Fort Ontario was actually their third fort in the area. Several decades earlier, they had built Forts Oswego and George on the west shore of the river to protect their fur trade from the French. Both forts were later destroyed by the French. Fort Ontario was destroyed during the French and Indian War in 1756, and rebuilt by the British in 1759. It was then burned by the British during the War of 1812, and repaired by the United States in the 1830s. Fort Ontario was used again during World War II, when it served as a safe haven for 982 refugees fleeing Nazi persecution in Europe. It was the only site in the U.S. to accept refugees at that time.



LOCK 6 TO OSWEGO HARBOR - 2.3 MILES (CONT.)

Across the river from the Oswego Marina is another Oswego landmark – the former Cahill's Fish Market, now Coleman's Restaurant. Once called the Stone Store, the structure is the oldest commercial building in Oswego. Built in 1828, it once was the site of the first Customs House in Oswego. Look carefully at the walls of this building to notice something very odd – they are not

straight up and down!

Continuing north to the lake, you will see the band shell of Veterans Memorial Park. Located near the northern end of the Oswego River Walk West, the park pays homage to all the brave men and women that served and died in wars throughout the last century. The monuments located in the park recognize war veterans from the Navy, the Army, the Air Force, and the Coast Guard. The honorees include veterans from World War I, World War II, the Korean Conflict, the Vietnam War and Operation Desert Shield-Storm. A special monument honors those people that are Prisoners of War or Missing in Action.

Just north of this building are several large storage facilities. The first is a distribution terminal for cement owned by the Lafarge Corporation. The cement "silos" you see are used to store powdered cement, shipped to Oswego from Bath, Ontario (near Kingston). The cement is then trucked throughout New York State. The Sprague Energy Corporation owns the large cylindrical metal tanks north of Lafarge. They hold oil and liquid asphalt. These Canadian products are shipped from Montreal, Canada to Oswego and are trucked throughout New York State. The white silos following these tanks are owned by ESSROC Italcementi and together have a 10,000-ton capacity. The cement stored here arrives by ship from Picton, Ontario. It is then shipped over all central New York.

The H. Lee White Marine Museum, a white building with blue trim, is north of the storage facilities. Developed by the Port of Oswego Authority, the museum depicts 300 years of nautical history of the Oswego Harbor and Lake Ontario. Many artifacts and hands-on exhibits are displayed. The museum's canal exhibit is located on Derrick Boat #8, moored on the west side

of the West First Street pier. The Derrick Boat is the last remaining steamboat on the New York State Canal. Built in 1925, it was used for lock repair and canal dredging. In 1984, the State of New York gave it to the Port Authority. It sank in 1985 during a violent storm and was pulled back up later that year – quite a task considering it weighs 200 tons. Permanently docked north of the Museum is the Eleanor D, the last U.S. commercial fishing boat used on Lake Ontario.

Moored on the west side of the West First Street pier is the tugboat LT-5. This ocean-going tug was built in 1943 by the U.S. Army Transport Service and has been declared a National Historic Landmark. It was used in the D-Day attack of World War II to bring in supplies for the soldiers, and actually shot down a German airplane. In 1989 it was decommissioned after serving on the Great Lakes for many years and was purchased by the Port Authority.

Next, continuing toward the lake, is the harbor's breakwall and lighthouse. The lighthouse was added onto the breakwall in 1934. The light was originally kept burning by the U.S. Coast Guard. During an early winter storm in 1942, eight Coast Guardsmen set out for the lighthouse, hoping to bring back the lighthouse keeper who had been stranded in the building for several days because of the storm. After putting a new keeper on watch, the men turned their boat toward shore. Before they could move away, a sudden swell smashed their boat against the building's foundation. Six of the eight men drowned. In 1968, the lighthouse was automated. It is not open to the public. West of the Maritime Foundation is a tan brick building – the U.S. Coast Guard Station. The Coast Guard has been located in Oswego ever since the days of its predecessor, The Revenue Cutter Service, in the early 1800s. The original Coast Guard station in Oswego was located on the east side of the harbor where the Port Authority is today. The present station was built in 1956 after plans for building the Port Authority were made. The Coast Guard still has the same basic purposes that it did when it first began: search and rescue, law enforcement, and public boating safety education. Station Oswego is occupied by 18 enlisted men and women and one Chief Petty Officer.

The small brown building just west of the Coast Guard Station houses the U.S. Geological Survey. This office is for

studying and collecting information on Lake Ontario's fish populations and ecosystem. The "Kaho," the National Geological Survey's 64.8-foot research vessel, is usually moored nearby.

Continuing west is the Oswego Yacht Club. At this site, coal was brought by train from Pennsylvania and shipped throughout the Great Lakes. Just west of this is Wright's Landing, a city-owned and operated marina.

On the bluff overlooking the landing is the McCrobie Building. This building was originally built around 1920 as part of the Oswego Yacht Club. In 1935, it was acquired by New York State for use by the Oswego Naval Militia. The City of Oswego later acquired title to the building, and it contains various offices and the senior citizen center. Breitbeck Park, just west of the McCrobie Building, is a peaceful place to walk and take in the view of the harbor.

EATING YOUR CATCH

For those who fish the Oswego River and Lake Ontario, the New York State Department of Health has guidelines for eating certain species of fish that may contain contaminant levels exceeding federal food standards.

For specific guidelines for the Oswego River or Lake Ontario, refer to the "Health Advisory" section in "New York State Fishing Regulations," a booklet available free of charge where you purchase your fishing license, or contact the NYS Department of Health toll free at 1-800-458-1158.



The grain elevators on the east side ablaze, 1853. This photo, taken by photographer George Barnard from the Bridge Street bridge, was the first photo ever printed in a newspaper. The paper's name? The New York Times. (Photo courtesy of the George Eastman House/International Museum of Photography, Rochester, and the H. Lee White Marine Museum).

THE HISTORY OF OSWEGO

Oswego gets its name from a Native American word, “Osh-we-geh,” which means “pouring out place.” The name refers to the point where the river waters pour into Lake Ontario. Iroquois Indians lived in the area long before white settlers arrived in the mid-to-late-1600s. The first non-native people here were missionaries, who sought to Christianize Native Americans, and British and Dutch traders, who wanted to capitalize on the area’s rich resources, particularly fur. Oswego was established as a port in 1725, making it the first freshwater port in the Americas.

In the 1700s, the British built two forts at the mouth of the river – Fort Oswego on the west banks (no longer remaining) and Fort Ontario on the east – in order to protect interests here. The British maintained control of Oswego until 1796, well after the American Revolution had been won, in an attempt to make the American government reimburse British loyalists, who had to flee to Canada after the revolution, for their property. Though most disagreements between the British and Americans were resolved through the Jay Treaty of 1794, control of Oswego was not transferred to the American government until 1796.

In the early 1800s, development increased steadily on both sides of the river. Entrepreneurs took advantage of the Oswego River’s water power and set up mills along the shores. During the boom years of the canal, packet boats were built in boatyards along the river, while larger vessels, such as schooners, were built in the harbor for lake travel. Because of the toll charges along the Erie Canal, the Oswego Canal was used more frequently to transport merchandise. Salt from Syracuse was shipped to the midwest, and grain from the midwest was brought into New York State via the canal. Grain elevators, used to store the grain, popped up at the mouth of the river on the east bank; flour mills soon developed around them.

The port and the canal weren’t the only things to put Oswego on the map, however. In 1842, Oswegonian Thomas Kingsford developed a new way to make starch from corn. Six years later, Kingsford opened the then-largest starch factory in the world in Oswego.

Edward Austin Sheldon, an educator, also made a mark on Oswego and the nation. Sheldon, who was the city’s first

superintendent of schools, initiated a method and philosophy of teaching that hadn’t been previously tried in this country. The method, called “object teaching,” leads students to make their own discoveries, instead of learning by rote. It was sometimes referred to as the “Oswego Method.” Sheldon founded the Oswego Normal School in 1861; five years later the school was part of the New York State System. Today, the State University of New York at Oswego, with its roots in the Oswego School, offers arts and science undergraduate and graduate programs to about 9,000 students.

Oswego’s decline from a bustling port began in the 1870s when salt fields were discovered in the midwest; shipments of salt from Syracuse were no longer needed there. The charging of tolls on the Erie Canal ended, making the Erie a more cost-effective transportation route. The Welland Canal in Ontario, Canada, which provided a route from Lake Ontario to Lake Erie around Niagara Falls, was no longer wide enough for newer, larger boats to travel through. Oswego was no longer used as the main transfer port to the midwest from the east coast. In 1870, approximately 900,000 tons of freight were shipped on the Oswego Canal; by 1900, this was reduced to about 30,000 tons.

During this time, the harbor went through many changes. In 1866, the first dredging of the harbor took place, changing it from 10 feet to 12 feet deep. The first harbor breakwall was constructed of timber in the late 1820s. A lighthouse was added



A busy Oswego Harbor, c. 1869. The railroad you see was used largely to transport timber and coal. Note the grain elevators in the background on the right. They burned down in the 1890s, after being abandoned for many years. (Photo courtesy of the Oswego County Historical Society).

on the breakwall in 1836, the previous one being located at Fort Ontario. A new stone breakwall and lighthouse were constructed in 1881, and remained in the harbor until the 1920s, when the breakwall was enlarged. The lighthouse you see today was built in 1934.

Before World War II, Oswego's economy began to focus on its major local resource – energy. In 1939, a state-of-the-art coal-burning electric generation plant, which pioneered the use of larger turbines and boilers, was built on the west side. The Oswego Steam Station was expanded several times and was converted to oil-fired beginning in 1970. Later, three nuclear power plants – the James A. Fitzpatrick Nuclear Power Plant, Nine Mile Point I, and Nine Mile Point II – began operation. These plants, combined with the extensive hydropower facilities on the river, made Oswego the major power-producing area it is today. Industries, including Novelis, an aluminum recycling and rolling mill, established factories in the area because of the vast supply of water and energy.

Today Oswego has a population of approximately 18,000.

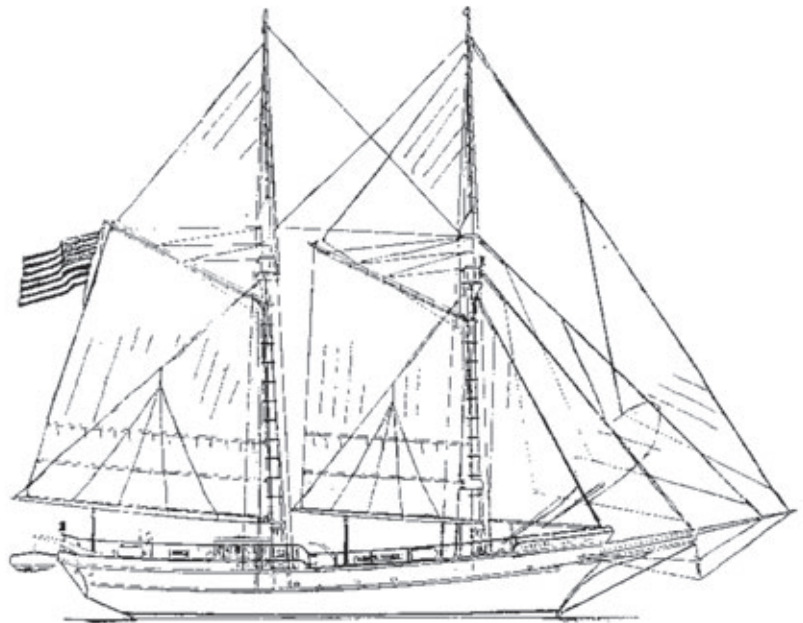
OSWEGO MARITIME FOUNDATION

Heading west around the West First Street pier is the Oswego Maritime Foundation Boating Education Center. The Foundation is a not-for-profit organization dedicated to maritime-related education, recreation and research. Its programs range from Boating Safety/Learn to Sail for youth to a course preparing persons for the USCG captain's licensing exam. An underwater cultural resources program involving shipwreck exploration is also sponsored by the Foundation.

The last schooner built in Oswego was the Leadville launched on July 2, 1879 at what was then known as the Goble Shipyard. At this same location the Foundation is in the process of completing construction of the OMF Ontario, a gaff-rigged top-sail schooner. When it becomes operational, it will serve as a floating classroom.

The Foundation has also embarked on a development project that will culminate with the historic restoration of the Goble dry dock, establishing it as an active service facility for traditional sailing ships such as the OMF Ontario.

It is generally known that the waters which flow into the southern side of Ontario are, in general, narrow, sluggish, and deep. There are some exceptions to this rule, for many of the rivers have rapids, or, as they are termed in the language of the region, rifts, and some have falls. Among the latter was the particular stream on which our adventurers were now journeying. The Oswego is formed by the junction of the Oneida and the Onondaga, both of which flow from lakes; and it pursues its way, through a gentle undulating county, a few miles, until it reaches the margin of a sort of natural terrace, down which it tumbles some ten or 15 feet, to another level, across which it glides, or glances, or pursues its course with the silent stealthy progress of deep water, until it throws its tribute into the broad receptacle of Ontario.



An illustration of the Oswego Maritime Foundation schooner, OMF Ontario. Construction is presently underway on this 85-foot, 42-ton tall ship.

THINGS TO DO ALONG THE CANAL

While you're here, be sure to check out some of Oswego County's historic and recreational sites. For details on events, look to "Summer in Oswego County," and "Winter in Oswego County," brochures published by the County of Oswego Division of Promotion and Tourism.

Phoenix

Historic downtown. Walk along the downtown area to test your knowledge of architecture. Phoenix has a number of beautiful historic homes and public buildings. For more information, contact the Schroepel Historical Society, 670 Main St., Phoenix, NY 13135. 315/695-2540.

Canal Days, downtown Phoenix. Held in June. Old-fashioned events, parade, music, food and vendors. 315/695-2540.

Phoenix Public Library, 34 Elm St. Open Mon.-Fri. 11 am – 5 pm., Mon. & Wed. 7 pm – 9 pm. 315/695-4355

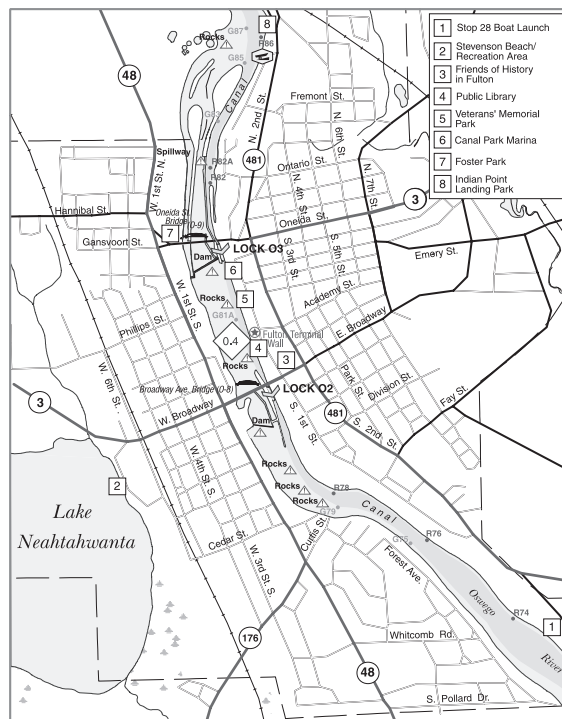
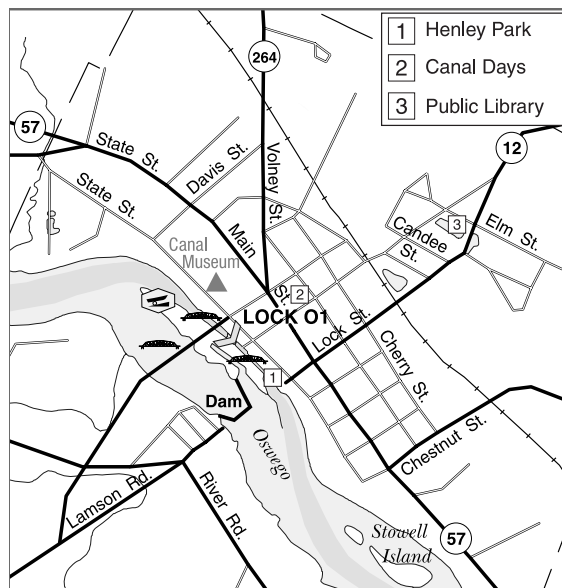
Fulton

Fulton Public Library, 160 S. First St. The library was built with funds donated by Andrew Carnegie in 1905. A small collection of arrowheads and other Native American artifacts found in the area is on display. Open Tues.-Sat. (phone for hours); 315/592-5159; 0.3 miles from Canalview Marina.

Fulton Speedway, 1603 Co. Rte. 57. DIRT 358 Modifieds, DIRT Sportsman, DIRT Pro Stocks and Pure Stocks on this one-third mile clay track. Open the end of April thru Sept., Sat. 7 pm. Race Day Updates: 315/668-RACE; www.fultonspeedway.com 3.7 miles from Canal Park Marina.

Friends of History in Fulton, 177 S. First St. Located in the Pratt House, an Italianate style home, c. 1863, this museum contains exhibits on Fulton's history, industries, and people; genealogy research materials; archives. Open Tues.-Fri. 9 am - 4 pm. 315/598-4616; 0.3 miles from Canal Park Marina.

Bullhead Point Recreation Area, Rte. 3 west of Rte. 48. Located on Lake Neahtawanta (a Native American word



meaning "little water near big water," the big water being Lake Ontario), this recreation area offers pool, picnic pavilion, nature trail and a playground. Open during daylight; 315/593-2474; www.fultonrecreation.com; 1.3 miles from Canal Park Marina.

Thunder Island Family Amusement Center, Wilcox Rd. off Rte. 48, south of Fulton. Amusement park featuring go-carts, miniature golf, bumper boats, Ferris wheel, carnival helicopter ride, arcade, picnic facilities. Open daily, May-Oct.; 315/598-8016; www.thunder-island.com; 4.1 miles from Canal Park Marina.

Oswego

Fort Ontario State Historic Site, Foot of E. Seventh St. Fortified since 1755 by British, French, and American troops; military demonstrations and research library. Open mid-May thru Oct., Wed.-Sat., 10 am - 5 pm, Sun. 1-5 pm; 315/343-4711; www.fortontario.com; 1.2 miles from west side marinas/0.4 miles from Oswego Marina.

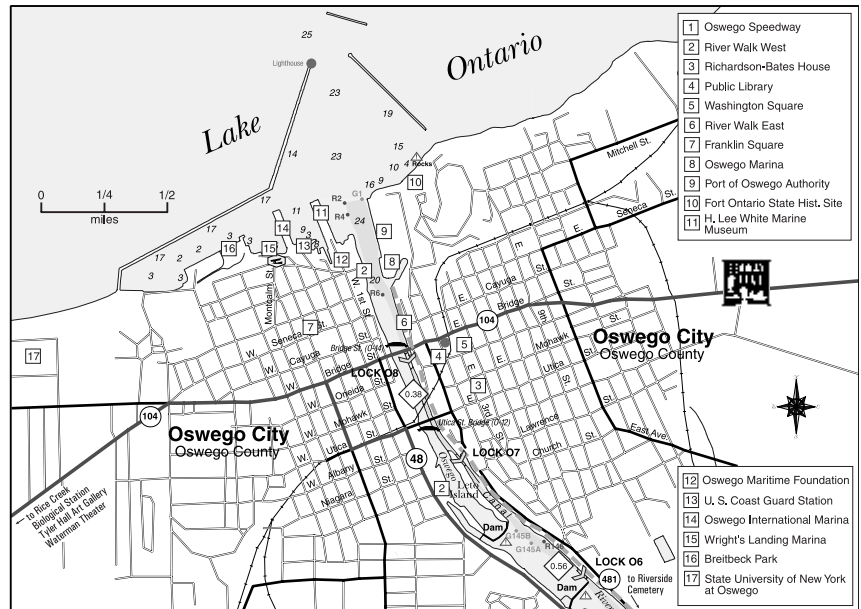
Historic Riverside Cemetery, Rte. 481 south to Co. Rte. 57 south. Consecrated in 1855, features a "garden style" design, popular in the 19th century for picnics and strolls. The Page Memorial Chapel located near the entrance was built in 1906 and has oak woodwork and pews and Tiffany stained glass windows. Open May-Oct., 9 am - 5 pm; 315/343-7691; 3.4 miles from west side marinas/3.1 miles from Oswego Marina.

H. Lee White Marine Museum, W. First St. Pier. Exhibits focus on the history of the Oswego harbor and Lake Ontario; floating canal exhibit on Derrick Boat #8. Open Memorial Day Weekend 1-5 pm; June & Sept. 1-5 pm; July & Aug. 10 am - 5 pm; Oct.-Dec. 23, Wed.-Sun. 1-5 pm. 315/343-0480; www.hleewhitemarinemuseum.com; 0.4 miles from west side marinas/1.2 miles from Oswego Marina.

Oswego School District Public Library, 120 E. Second St., founded in 1853 by Gerritt Smith. Listed on the National Registry of Historic Buildings and one of the oldest buildings in the state to have continuously housed a library. Open Mon.-Fri. 10 am - 8 pm, Sat. & Sun. 12-5 pm; 315/341-5867; www.oswegopubliclibrary.org.

Oswego's Harborfest, city-wide. Four-day event held in late July. One of Central New York's most popular events. Spectacular fireworks, free entertainment on several stages, food, arts and crafts, living history, rides and much more. 315/343- FREE (3733); www.oswegoharborfest.com.

Oswego Speedway, E. Albany St. 5/8 mile supermodified track featuring



supermodifieds and limited modifieds. Open May-Labor Day Weekend, Sat. 6 pm; 315/342-0646; www.oswegospeedway.com; 2.4 miles from west side marinas/2.0 miles from Oswego Marina.

Rice Creek Biological Field Station, SUNY Oswego, Thompson Rd. off Rte. 104 west. Biological Field Station with nature trails and herb garden; 315/312-7961; www.oswego.edu; 3.7 miles from west side marinas/4.0 miles from Oswego Marina.

Richardson-Bates House Museum/Oswego County Historical Society, 135 E. Third St. Italian Villa style mansion, c. 1867, containing exhibits about Oswego County history, and five period rooms with original furnishings. Open year round, Tues.-Fri., 10 am - 5 pm; Sat. & Sun., 1-5 pm; 315/343-1342; 1.0 miles from west side marinas/0.7 miles from Oswego Marina.

Self-guided walking tours of Washington Square, Downtown Oswego, and Franklin Square Historic District. Brochures discussing the historic residences and public buildings of these areas are available from the Heritage Foundation of Oswego, 143 W. 3rd St., Oswego, NY 13126; 315/342-3354.

Tyler Hall Art Gallery, SUNY Oswego, Rte. 104 west. Exhibitions of paintings, prints, sculptures, photographs, and crafts. Call for schedule; 315/312-2113; www.oswego.edu; 2.3 miles from west side marinas/2.6 miles from Oswego Marina.

Waterman Theatre, SUNY Oswego, Rte. 104 west. Plays and musicals performed throughout the year. Box office 315/312-2141; www.oswego.edu; 2.3 miles from west side marinas/2.6 miles from Oswego Marina.

EMERGENCY SERVICES

Police; State Police; Sheriff's Department;
Fire; Ambulance - DIAL 911

Hospitals:

Oswego Hospital, 110 W. 6th St., Oswego -
315/349-5511

A.L. Lee Memorial Hospital, 510 S. 4th St., Fulton -
315/591-9570 E. R.

United States Coast Guard:

Oswego Station - 315/343-1551;

Marine VHF Channel 16

COMMUNITY/TOURISM INFORMATION

Tourism Information

Erie Canal National Heritage Corridor, National Parks Service www.nps.gov/erie/

City of Oswego Director of Tourism,
315/342-SAIL (7245); www.oswegony.org

Greater Oswego-Fulton Chamber of Commerce,
315/343-7681 www.oswegochamber.com

Oswego County Division of Promotion and Tourism,
315/349-8322 www.visitoswegocounty.com/canal

Seaway Trail, 315/646-1000 www.SeawayTrail.com

The information provided by the following agencies, organizations and individuals for this guide is greatly appreciated:

Black Clawson Company
Brookfield Power
City of Fulton Historian
City of Oswego Historian
City of Oswego Tourism Director
Erie Canal National Heritage Corridor
Erie Canal Museum
ESSROC Italcementi
Fort Ontario State Historic Site
Friends of History in Fulton, NY
Fulton Community Development Agency
Fulton Public Library
Greater Oswego-Fulton Chamber of Commerce
H. Lee White Marine Museum
Heritage Foundation of Oswego, Inc.
Huhtamaki Consumer Packaging Co.
Interface Solutions, Inc.
Lafarge Corporation
NY Rivers United
NY Sea Grant
NYS Canal Corporation
NYS Dept. of Environmental Conservation
NYS Dept. of Transportation
NYS Office of Parks, Recreation, and Historic Preservation
NYS Thruway Authority
National Grid
Oswego County Energy Recovery Facility
Oswego County Historian
Oswego County Historical Society
Oswego County Sheriff's Department
Oswego Maritime Foundation
Port of Oswego Authority

USCG Auxiliary Stations:

Bridgeport Flotilla Commander, 315/633-9394

Phoenix Flotilla Commander, 315/454-0588

Sylvan Beach, 315/762-4264

Bus Lines:

Centro of Oswego - 315/342-4400

Taxicab Companies:

Acme Taxi, Oswego & Fulton - 315/593-2525

Fulton Taxi Service, Fulton - 315/598-4797

Zeller Taxi Service, Oswego - 315/342-2000

Tourist Information Centers

Fulton Tourism and Interpretive Center, Fulton,
Rte. 3 West, Open year-round.

O'Mara Welcome Center, Oswego, Rte. 104 W.,
315/342-1264, Open Memorial Day through Sept. 30

Oswego State Information Center, Oswego,
University Police, Rte. 104 at New St.,
315/312-5553, Open year-round

Schroepel Historical Society
Sprague Energy Corporation
SUNY Oswego Special Collections
Town of Granby Historian
Town of Minetto Supervisor
Town of Volney Supervisor
United States Coast Guard Station at Oswego
United States Fish and Wildlife Service
Village Office of Phoenix
Village of Phoenix Historian

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Kathleen Cook Curtis, freelance writer, Syracuse

Graphic Design, Cover and Various Photography By:

Daniel J. Distler, Distler Communications

Artist and photographer Dan Distler (1951-2004)
designed numerous publications and promotional pieces
highlighting the beauty and uniqueness of Oswego
County. His many contributions to the community live on
in his art. Learn more at www.danieljdistler.com, a site
maintained by the Friends of Daniel J. Distler.

